

Vol. XLII. No. 7289.

號一十月二十年六十八百八千一英

HONGKONG, TUESDAY, DECEMBER 21, 1886.

Established February, 1845.

日六十月一十年戌丙

A SPLENDID SELECTION

PRICE, \$2 PER MONTH.

- Lanks.

NOTICE.

DULES OF THE HONGKONG

1.—The business of the above Bank will

2.—Sums less than \$1, or more than \$250

3. - Depositors in the Savings' Bank having

at 5 per cent. per annum interest.

4. Interest at the rate of 32 per cent. per

5. -Each Depositor will be supplied gratis

in any one year.

their daily balances.

ning of July.

are necessary.

Hongkong and China.

Hongkong, June 7, 1883.

Reserve FOR EQUALIZATION \

of Dividends,.....

PRIETORS,....

RESERVE LIABILITY OF PRO-

premises in Hongkong. Business hours

at one time will not be received. No

depositor may deposit more than \$2,500

\$100 or more at their credit may at'

their option transfer the same to the

Hongkong and Shanghai Banking Cor-

poration on fixed deposit for 12 months

annum will be allowed to depositors on

with a Pass-Book which must be pra-

sented with each payment or with-

drawal. Depositors must not make

any entries themselves in their Pass-

Books but should send them to be

written up at least twice a year, about

the beginning of January and begin-

- Correspondence as to the business of

the Bank if marked On Hongkoug

Savings' Bank Business is forwarded free

by the various British Post Offices in

but the personal attendance of the

depositor or his duly appointed agent,

and the production of his Pass-Book

For the

CORPORATION,

HONGRONG & SHANGHAI BANKING

JOHN WALTER.

Acting Chief Manager.

\$7,500,000

Hon. F. D. Sassoon.

7. -Withdrawals may be made on demand,

HONGKONG & SHANGHAI BANKING

CORPORATION.

RESERVE FUND......\$4,500,000

COURT OF DIRECTORS.

Chairman-A. Molver, Esq.

Deputy Chairman-M. GROTE, Esq.

C.D. BOTTOMLEY, Esq. E. H. M. HUNTING-

H. L. DALRYMPLE, Hon. A. P. McEwen.

CHIEF MANAGER.

Hongkong......THOMAS JACKSON, Esq.

Acting Chief Manager-John Walten, Esq.

MANAGER.

Samphai, Ewen Cameron, Esq.

LONDON BANKERS, -London and County

HONGKONG.

INTEREST ALLOWED.

N Current Deposit Account at the rate

of 2 per cent, per annua on the daily

For 3 months, 3 per cent, per annum.

LOUAL BILLS DISCOUNTED.

Oradits granted on approved Securities,

Drafts granted on London, and the

and every description of Banking and

chief Commercial places in Europe, India,

Notices of Firms.

NOTICE

R. R. H. KIMBALL will TAKE CHARGE

Australia, America, China and Japan.

Hongkong, August 28, 1886.

Hongkong until further Notice.

Hougkong, December 20, 1886.

HONGKONG STEAM LAUNDRY

COMPANY, LIMITED.

MR. A. O'D. GOURDIN has been appointed MANAGER of the Company

BY ORDER.

Hongkong, December 20, 1886.

Hougkong, November 29, 1886.

Intimations.

CANTON INSURANCE OFFICE

LIMITED.

NOTICE TO SHAREHOLDERS.

N accordance with Section 120 of the

Articles of Association, the General

Agents, with Approval of the Consulting

ISSUE INTEREST WARRANTS of \$5 per Share, Payable at the Hongroug and

SHANGHAI BANK, the same being at the

Rate of 10 PER CENT. per Annum on the

Paid-up Capital of the Office for the year

1886, and Notice is hereby given that in

Order that the same may be adjusted, the

CLOSED from the 18th to the 31st Instant.

JARDINE, MATHESON & Co.,

CANTON INSURANCE OFFICE, LIMITED.

HONGKONG AND CHINA GAS

COMPANY, LIMITED.

Hongkong, December 15, 1886.

General Agents.

both days inclusive.

Committee, will on the 1sr JANUARY, 1887

NOTICE.

16. BANK BUILDINGS,

Namo from this date.

4 per cent. "

5 per cent, " "

JOHN WALTER,

Acting Oldef Manager.

H. H. WINN.

SIEMSSEN & Co.

On Fixed Deposits:-

Exchange business transacted.

Hon. J. BELL IRVING. | H. Hoppius, Esq.

W. H. F. DARBY, Esq. Ton, Esq.

SAVINGS' BANK.

Entertainment.

CITY HALL. be conducted by the Hongkong and TONGKONG AMATEU Shanghai Banking Corporation, on their DRAMATIC CLUB.

on week-days, 10 to 3: Saturdays, 10 THE SECOND PERFORMANCE OF THE SEASON will take place

> THURSDAY, the 30th December, 1886, at 9 p.m.,

When will be performed A MUSICAL SERTCH,

GEO. GROSSMITH, JUNE., entitled:

AND SAUCERS.' A COMEDIETTA IN TWO ACTS,

J. MADDISON MORTON,

Tickets may be obtained from Messrs. LANE, ORAWFORD & Co., on and after Friday, 24th December, at 9 a.m.

.H. M. THOMSETT,

Hon, Secretary. Hongkong, December 20, 1886.

> Auctions. PUBLIC AUCTION.

MR. G. R. LAMMERT has received instructions to Sell by Public Auc-

754 tion, on THURSDAY,

the 23rd day of December, 1886, at 3 o'Clock p.m., at the Premises,-

PROPERTY.

\$ 200,000 | Situate in Queen's ROAD CENTRAL, Victoria, Hongkong, being Portion of MARINE LOT No. 2, abutting on the North side thereof on Marine Lots Nos. 2C and 2B and measuring thereon 124 feet and Linch or thereabouts, on the South side thereof on Queen's Road and measuring thereon 121 feet and 5 inches or thereabouts, on the East side | CHAMPAGNE :- AYALA & Co,'s- (L., C. & Co. assert this to be the Finest Brand thereof on other portions of the said Lot No. 3 and measuring thereon 111 HOCKS :- CUTLER PAIMER & Co.'s, and Californian, foot, and are intended to be registered

Annual Payment of \$238.22, the prospect thereof and is Sold subject to the present Tenants of the Property remaining at their option until the 31st March, 1887, and the Purchaser willy not be able to give them Notice to

vacate the Premises before that date. For Plan and further Particulars of the Property and Conditions of Sale, apply to

WOTTON & DEACON. Solicitors for the Vendor. 35, Queen's Road, Hongkong; or to

G. R. LAMMERT. Auctioneer. Hongkong.

Dated 10th December, 1886.

PUBLIC AUCTION OLD CHINESE PORCELAINS AND CURIOS.

of my DENTAL PRACTICE in INHE Undersigned has received instructions to Bell by Public Auction, on FRIDAY.

the 24th December, 1886, at 2 p.m., at his Sales Rooms, Duddell Street,—

A VERY CHOICE AND VALUABLE SELECTION OLD CHINESE PORCELAINS

AND CURIOS.

Collected from Mandaeins' Houses at the City of Pekin and the Northern Provinces, and comprising:

VERY FINE SPECIMENS OF PORCELAINS, &c., of the MING DYNASTY, the REIGNS of TATE Have authorized Mr. ED. MILLER VV to Sign Bills of Lading in our Kang-hi, Yung-ching and Kien-lung, as FIVE-COLOURED VASES, JARS, DISHES, BLUE and WHITE, SANG DE BŒUF, FLAMBE, DITTO, HAWTHORN JARS, BLUE, YELLOW and GREEN BOTTLES and JARS, AGATE BASINS, FINE IMPERIAL VASES and JARS, OLD BRONZES, PERIN ENAMELS, OLD SILE EM-BROIDERIES, PANEL SCREENS, FINE MING

VINGS, and other Curios. The above will be on view on Wednesday next, and Catalogues will be issued previous to the Sale.

TERMS OF SALE, -As customary. G. R. LAMMERT. Auctioneer.

Hongkong, December 17, 1886. PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on WEDNESDAY.

Transfer BOOKS of the Office will be the 5th January, 1887, on Board, at Noon, (Unless previously Sold by Private Contract),

THE BRITISH STEAMER PARTRIDGE,

of 784 Tons Register, 71 H.P., built in 1884, and classed 100 A 1 at LLOYDS, VV. as she then lies in this Harbour, with all her TACKLE and APPURTEN-

G. R. LAMMERT, Auctioneer.

Hongkong, December 16, 1886.

Business Notices.

Christmas Cheer!!

HAVE RECEIVED A NEW STOCK OF OILMAN'S STORES

HOUSEHOLD GROCERIES. including the following

SEASONABLE DELICACIES:

SOUPS :- Real Turtle, Mulligatawny, Ox-tail, Giblet, Clam Chowder, Soup and Bouilli. Hotel Potch, &c., &c., &c. FISH :- Sardines in Oil, Citron, Tomatoes, and Butter; Whitebait, Trout, Anchovies, Tunny Fish, Oysters, Tamarind Fish, Macassar Red Fish, Harongs and Maquereaux au vin Blanc, Pilchards, Salmon Cutlets, Salmon Kippers, &c., &c. PATENT PRESERVED LAX. GAME AND PATTIES :- Galantine of Game, Boar's Head, Wild Duck, Paté de

Foies Gras, asserted Game and English Patties, Rabbit and Onions, French Pates, Grouse, Truffled Chicken in Jelly. TONGUES :-Smoked, Collared, Picnic, Lunch, Spiced, Paysandu, Pig's, Russian Ox. SUNDRIES :- Apple Sauce, Brawn, Essences, Pig's Feet, Sage-and-Onion Stuffing. Tripo, Potted Monts, Candied Peels, Currants, Raisins, Spices, Curries, Chutnies, French and English Vegetables, Black Leicestershire Mushrooms, Pickles, Tabasco Sauce, Flavoured Jellies, Salad Cream, French Vinegar, French Mustard Stuffed Olives, Westphalia Sausages, Lyons' Sausages, Beart's Suffolk

DESSERT FRUITS :- Fruits in Syrup, Noyouu and Brandy; Crystallized French Plums, Jordan Almends, Orange, Lemon and Vanilla Creams, Cutting's Dessert

NEW SEASON'S MUSCATELS, SMYRNA FIGS AND ELVAS PLUMS.

NUTS:-ALMONDS IN SHELL, BRAZIL, AND BARCELONA. PLUM PUDDINGS AND MINCEMEAT.

HUNTLEY AND PALMER'S CHRISTMAS CAKES.

FINEST SELECTED YORK HAMS.

CHEESE: - GORGONZOLA, STILTON, GLOSTEB, ALBERT, AND AMERICAN. HUNTLEY AND PALMER'S 'CHRISTMAS' AND ASSORTED BISCUITS.

FRENCH AND ENGLISH CONFECTIONERY ! FANCY CHOCOLATES AND CHOCOLATE CREAMS.

BON-BONS.

WINES AND SPIRITS, All First Class Brands. (for Details see December Wine List).

of Champagne imported into Hongkong),-Quarts, \$21.00; Pints, \$23.00. Marine Lot No. 2 and measuring SHERRIES:—SACCONE'S & CUTLER PALMER & Co.'s. thereon respectively 86 feet and 7 CLARETS:—L., C. & Co.'s, and Ader Seward & Co.'s. inches and 23 feet or thereabouts, and PORTS:—Cutler Palmer & Co.'s, and L., C. & Co.'s own 'Red Seal.' on the West side thereof on Marine BURGUNDIES :- ADET SEWARD & Co.'s & CUTLER PALMER & Co.'s.

feet or thereabouts, which said Pre-BRANDIES:—Hennessey. Courvoisier, Exshaw, & L., C. & Co.'s. - mises contain an Area of 13,535 square WHISKIES:—L., C. & Co.'s 'Special Blend,' Teacher's Highland Cream, Napier Johnstone's, Bulloch Lade's, Dunville's, The Carlton, and Kellars' Old Rye. in the LAND OFFICE as SECTION B RUM :- Demerara and Old Jamaica.

of MARINE LOT No. 2, and are held | GIN :- Swaine Boord's Old Tom and Van Hoboken's Geneva. for the unexpired residue of a term of ALE and PORTER:—(L., C. & Co.'s special-agencies)—Foster's and Bulldog Brands of Bass's Ale and Guiness's Stout, and Clausen's Champagne Lager Beer. The Property will be Sold in One Lot sub- BITTERS :-- Angostura, Boker's, Orange, Chiretta, Bolivar. ject to all rights of way and to the LIQUEURS :- Benedictine D.O.M. (specially recommended), Chartreuse, Curacao,

Maraschino, Noyeau, Cherry Brandy, Ginger Brandy. portion of Crown Rent payable in re- VERMOUTH:-Torino (L., C. & Co., special agents) and Noilly Prat's French. CIGARS.

> & Co. confidently recommend their special make of Cigars 'The Manilas' as being the best possible brand of Manila Cigars procurable: they are made of pure Isabela and Cagayan Tobacco and contain no flavouring oils or adulteration. The immense quantity sold since this Cigar was first introduced by L., C. & IMPERIAL ENGLISH AND CHINESE DATE BLOCK 1887, superseding in get-Co. speaks for its great appreciation by all smokers here and at home. SEE OTHER ADVERTISEMENTS IN THE LOCAL PAPERS. TEST

LANE, CRAWFORD & Co.

Hongkong, December 20, 1886.

Tailors, Hatters, Shirtmakers & General Outfitters,

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL). SHOWING

оногсе

OVER COATINGS.

to which they INVITE the attention of

their Customers. SPECIALTY

Black Cloth Dress Suit, \$30.00.

Hongkong, December 1, 1886.

Victoria Elotel, Praya and Queen's Road Central, Hongkong.

CRACKLE JARS and BASINS, BAMBOO CAR. | IT HIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Horas in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Messrs. DORABJEE & HING KEE. Proprietors. Hongkong, September 16, 1885.

1886.

POWELL & Co. respectfully call attention to their LARGE and Extensive STOUK OF TOYS!! Toys!!! Toys! TOYS of every description suitable for BOYS and GIRLS. Over 3:0 DOLLS to select from.

Special advantages offered to Purchasers of \$10.00 worth. CHRISTMAS TREE Farcels 810.00, \$15.00, \$20.00, \$25.00 made up and numbered in 24 hours notice. W. POWELL & Co.

Hongkong, December 15, 1886,

Business Notices.

Chas. J. Gaupp

CHRISTMAS AND YEAR. PRESENTS: DIAMOND NECKLETS. DIAMOND RINGS. DIAMOND SCARF RINGS. DIAMOND PENDANTS.

DIAMOND BROOCHES. DIAMOND STUDS. DIAMOND EARRINGS. DIAMOND COLLAR BUTTONS A Magnificent DIAMOND BROOCH LILY-Price, \$4,000.

A very Large Invoice of DIAMONDS, from 1 to 5 Carats, 1st Class STONES specially selected and bought very favourably in Paris.

GOLD NECKLETS. GOLD LOCKETS. GOLD BRACELETS. GOLD BROOCHES. GOLD EARRINGS. GOLD LACE PINS.

DIAMOND BRACELETS.

GOLD SCARF RINGS. GOLD SCARF PINS. GOLD SIGNET RINGS. GOLD ALBERT CHAINS. GOLD PENCIL CASES. GOLD SEALS & COMPASSES.

DIAMOND SCARF PINS.

A very fine Selection of PEARL JEWELLERY—the Latest Novelties.

Gold and Silver WATCHES of the best quality in a large variety.

GILT CARRIAGE AND DRAWING-ROOM CLOCKS.

SILVER and ELECTRO-PLATED WARE by the best Manufacturers.

SILVER RACE CUPS. Hongkong, December 4, 1886.

ADJOINING THE STAG HOTEL (NEXT DOOR). CONSISTING OF A STOCK OF FANCY AND USEFUL ARTICLES. At Cash Prices and for Cash only. .WATCHES. MUSICAL INSTRUMENTS, TOBACCOS. CIGARS. ALBUMS.

CUTLERY. LEATHER GOODS. CLOCKS, and a varied Stock of Fancy GOODS of all kinds.

BON MAROHE, next door to THE STAG HOTEL. Hongkong, September 8, 1886. KELY & WALSH, LD.,

 $H \land V E \qquad R E O E I V E D$ MHRISTMAS NUMBER 'ILLUSTRATED NEWS,' containing a complete Novel by Bret Harte, entitled a 'Millionaire of Rough and Ready,' and large coloured Picture 'Little Miss Muffet.'

XMAS NUMBER 'GRAPHIC,' containing a complete Novel by David Christie Murray, entitled Bull Dog and Butterfly, and large coloured Picture 'Yoicks, Tally Ho!' XMAS No. ILLUSTRATED SPORTING and DRAMATIC NEWS.

ILLUSTRATED LONDON NEWS ALMANACK 1887. IMPERIAL ENGLISH AND CHINESE DIARY 1887; Foolscap size, 3 days to a page, interleav d with Blotting Paper, containing Customs Tariff for China, Postal Information, E. E. A. & C. T. Co.'s, and G. N. Co.'s Telegraph Rates, Chinese Holidays, and Festivals, Wages Table in Dollars and Taels-Price, \$1.

up and legibility all Anglo-Chinese Date Blocks, previously issued-Price, LETTS' DIARIES and DATE BLOCKS. Boys' Own Annual-Girls' Own Annual-Every Boy's Magazine-Every Girl's MAGAZINE-Harper's Young People-Chattereox - Children's Friend-Infant's MAGAZINE -- LITTLE WIDE AWARE, and all the best Children's VOLUMES

> KELLY & WALSH, LIMITED, HONGKONG. Intimations.

HONGKONG PUBLIC SCHOOL.

FOR THE YEAR.

THE DISTRIBUTION of PRIZES to the PUPILS of the above School will take place at ST. PAUL'S COLLEGE on WED-NESDAY, the 22nd Instant, at Noon. His Excellency the Administrator has kindly consented to preside. The attendance of Parents, Friends, and

those interested in education is INVITED. Hongkong, December 17, 1886. 2400 MENDERS are INVITED for the SUPPLY of One JUNK with STEAM PROPELLOR

for Navigation on the Upper Red River. The proposed contract with descriptions, specification, etc., etc., and also a model of

the Junk are kept at the FRENCH Con-SULATE, where further Particulars can be obtained by parties wishing to tender. J. RIGAREAU, Acting Consul for France.

December 15th, 1886. KUHN & Co.'s TAPANESE ART TREASURES will shortly be

E X H I B I T E Din Hougkong at the NEW PREMISES

BANK BUILDINGS, opposite the Hongkong HOTEL. Hongkong, December 14, 1886.

DENTISTRY. FIRST OLASS WORKMANSHIP MODERATE FEES.

MR. WONG TAI-FONG. Surgeon Dentist. FORMERLY ARTICLED APPRENTICE AND LAT-TERLY ASSISTANT TO DR. ROGERS.) A T the urgent request of his European and American patients and friends,

has TAKEN THE OFFICE formerly occupied by Dr. Rogens, No. 2. DUDDELL STREET.

CONSULTATION FREE. Discount to missionaries and families.

Sole Address 2. DUDDELL STREET (Next to the New Oriental Bank.) Hongkong, January 12, 1885.

Shipping.

Steamers. OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI. (Taking Cargo & Passengers at through rate for NINGPO. CHEFOO. NEW-HWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.)

The Co.'s Steamship Telemachus. Captain Jones, will be despatched as above on ATURDAY, the 25th Instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Hongkong, December 16, 1886. FOR SINGAPORE, HAVRE AND HAM BURG, VIA SUEZ CANAL. (Taking Cargo at through rates to 2384 ANTWERP, AMSTERDAM, ROTTER DAM. LONDON, LIVERPOOL and BREMEN.)

> The Steamship Captain Volkmen, will be despatched for the above Ports on MONDAY, the 27th Inst., 29th December. at 10 a.m.

For Freight or Passage, apply to SIEMSSEN & Co., Agents. Hongkong, December 17, 1886.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY. STEAM FOR

SINGAPORE, PENANG, COLOMBO BOMBAY, ADEN; SUEZ, PORT SAID, BRINDIST AND TRIESTE. (Taking Cargo at through rates to CAL-CUTTA, MADRAS, PERSIAN

GULF, BLACK, SEA, LEVANT and

ADRIATIO PORTS.) The Co.'s Steamship Pandora. Captain P. Merra, will be despatched as above on the 4th January, at Noon. For further Particulars, regarding Freigh and Passage, apply to the Agency of the

Company, Praya Central

O. BAUHRACH. Agent. Hongkong, December 18, 1886.

Shipping.

Steamers. DOUGLAS STEAMSHIP COMPANY,

LIMITED. FOR SWATOW, AMOY & FOOCHOW. The Co.'s Steamship

Namoa. Captain Pocock, will be despatched for the above Ports on WEDNESDAY, the 22nd Inst., at

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, December 20, 1886. EASTERN AND AUSTRALIAN STEAMSHIP COMPANY,

LIMITED. FOR SYDNEY, MELBOURNE AND

ADELAIDE. (Valling at PORT DARWIN & QUEENS-LAND PORTS, and taking through Cargo to NEW ZEALAND, TAS-MANIA, &u.)

The Steamship Capt. Shannon, will be despatched for the above Ports on WEDNESDAY, the 22nd Inst., at Noon.

For Freight or Passage, apply to RUSSELL & Co...

Hongkong, December 9, 1886. NAVIGAZIONE GENERALE

ITALIANA (Florio & Rubattino United Companies.) STEAM FOR SINGAPORE, PENANG, COLOMBO,

BOMBAY, ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEGHORN, AND GENOA. (Taking Cargo at through rates to MADRAS. PERSIAN GULF, BAGDAD, all MEDITER-RANEAN, ADRIATE and LEVANTINE PORTS; ALEXANDRIA, ODESSA, MARseilles, and also to Buenos Ayres, MONTEVIDEO, VALPARAISO and CALLAO.)

The Co.'s Steamship D. Balduino. Capt. G. Dodero, will be dospatched as above on THURSDAY, the 23rd Instant, at 3 p.m. The Steamer has splendid Accommodation for Passengers and carries a Doctor and Stewardess.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co.,

Hongkong, December 18, 1886. OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY. (Tuking Curgo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.

The Co.'s Steamship Captain BUTLER, will be despatched as above on FRIDAY, the 24th Instant. For Freight or Passage, apply to

BUTTERFIELD & SWIRE. Hongkong, December 20, 1886.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

The Co.'s Steamship Capt. Bremner, will be despatched as above on SATURDAY, the 25th Instant. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Hongkong, December 20, 1886.

FOR LONDON VIA SUEZ CANAL The Steamship Captain Gasson, will be despatched as above on or about the 27th Instant. This Steamer has superior Accommodation for Passengers and carries a Doctor and Stewardess.

For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, December 17, 1886.

SHIRE LINE OF STEAMERS. FOR LONDON AND HAMBURG. The Steamship Deubinhshire.

W. Cuming, Commander, will be despatched for the above Ports on WEDNESDAY, the

For Freight or Passage, apply to ADAMSON, BELL & Co...

Hongkong, December 20, 1886. Sailing Vessels.

FOR NEW YORK. The 3/3 L.1.1. Amer. Schooner

Haroldine. Tremerre, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to

RUSSELL & Co. Hongkong, December 6, 1886.

FOR SAN FRANCISCO. The 3/3 L.1.1. American Ship Harvester,
Taylon, Master, will load here
for the above Port, and will have quick despatch. For Freight, apply to

RUSSELL & Co.

Hongkong, December 4, 1886,

THE Transfer BOOKS of this Company For further Particulars, apply to the will be CLOSED from the 22nd Inst. DAPTAIN on Board, or to until the 7th Proximo, both days inclusive. F. W. OROSS, Manager. Hongkong, December 17, 1886. 2898

Intimations.

HONGRONG ... HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TOTICE is hereby given that a General MEETING of the Company will be Held at the Company's Offices, No. 36, Queen's Road Central, on THURSDAY, the 23rd December, 1886, at 11 o'Clock Farencon.

MACEWEN, FRICKEL & Co., General Managers. Hongkong, December 8, 1886.

THE HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO-BOAT COMPANY.

FIJHE Company will receive STEAMERS and Salund VESSELS alongside their Wharves at Kowloon, and Land, Re-ship, and/or Store GENERAL CARGOES, SILK, OPIUM, COTTON, GRAIN OF MERCHANDISE IN First-Class Granite Godowns at Cheap Rates. Also Coars in specially constructed Sheds. For the convenience of Commanders and Storers the Company's launch Hongkong will convey to and fro those interested FREE or CHARGE, starting from the Pedder's Wharf EVERY HOUR from 6 a.m. to 5 p.m., and from the Wharf at Kowloon at the half-

For further Particulars, apply to W. KERFOOT HUGHES. Pedder's Street. Hongkong, February 17, 1886.

Notices to Consignees.

FROM GLASGOW, LONDON, PENANG AND SINGAPORE.

THE S.S. Glengyle having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Opium. are being landed at their risk into the Godowns of the Undersigned, whence and/or rom the Wharves or Boats delivery may

Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. To-DAY, the 20th Instant. Cargo remaining undelivered after the 27th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co. Hongkong, December 20, 1886.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FROM CALCUTTA, PENANG AND SINGAPORE.

TITHE Company's S.S. Taisang, having arrived from the above Ports. Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into Messrs. JARDINE, MATHESON & Co.'s West Point Godowns, whence delivery may

be obtained. Cargo remaining undelivered after the 27th Instant will be subject to rent. No Fire Insurance has been effected. . Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., General Managers. Hongkong, December 20, 1886.___2413

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LEITH, LONDON AND SINGAPORE.

THE Steamship Benalder, Captain Ross. HAVING ARRIVED from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading FOR COUNTERSIONATURE by the Undersigned. and to TAKE IMMEDIATE DELIVERY of their Goods from alongside. Considness of NAILROD IRON are particularly requested to TAKE DELIVERY from Steamer I IN THEIR OWN BOATS, failing which 3 the Captain will not be responsible for any | 3 mixing of different lots that may arise from otherwise discharging same.

The Steamer is berthed at the KOWLOON PIERS, and any Cargo impeding her discharge will there be landed into Godowns and stored at Consignees' risk and expense. Optional Cargo will be forwarded on, unless notice to the contrary be given before 4 p.m. To-DAY, the 17th Instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 24th Instant will be subject to rent: All Claims must reach us before 4 p.m. of the 27th Instant, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, December 17, 1886.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED. FROM SOURABAYA, SAMARANG, BATAVIA, SINGAPORE AND

SAIGON.

THE Company's S.S. Bantam having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into Mesons. Jardine, Matheson & Co.'s Godowns, West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 23rd Instant will be subject to rent. -No Fire Insurance has been effected." Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,

Hongkong, December 16, 1886. FROM HAMBURG, PENANG AND

SINGAPORE.

ITHE Steamship Lydia, Captain Voss having arrived from the above Ports. Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of th Undersigned, whence and/or from th Wharves or Boats delivery may be obtained Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY, the 17th Instant, at Noon. Cargo remaining undelivered after the

23rd Instant will be subject to rent. No Claims will be admitted after the Goods have left our Godowns. No Fire Insurance has been effected. Bills of Lading will be countersigned by SIEMSSEN & Co.

Agents.

To-day's Advertisements. To-day's Advertisements. To-day's Advertisements.

PUBLIC AUCTION. THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW.

the 22nd December, 1886, at 2 p.m., at his Sales Rooms, Queen's Road,-AN ASSORTMENT OF JAPANESE WARE, comprising :-

SATSUMA, KANGA, KIOTO, IMARY, and TOKIO VASES, JANS, INCENSE BURNERS, PLATES, BOWLS, TEA and COFFEE SETS, EGG-SHELL WARE, ENAMELLED WARE, GOLD and Silver Inlaid Bronzes, Ivory Inlaid PANELS, EMBROIDERED SCREENS, EMBROID-ERIES, and BLACKWOOD INLAND CABINETS.

TERMS OF SALE.—As customary. 3. M. ARMSTRONG,

Auctioneer. Hongkong, December 21, 1886.

ST. JOHN'S LODGE OF HONGKONG. No. 618, S. C.

A N Emergency MEETING of the above LODGE will be held in the FREE-MASON'S HALL, Zetland Street, on THURS-DAY EVENING, the 23rd Instant, at for 8.30 p.m. VISITING BRETHREN are cordially INVITED. Hongkong, December 21, 1886.

Occidental & Oriental Steam-

Ship Company. TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,

THE OVERLAND RAILWAYS, ATLANTIC & OTHER CONNECTING STEAMERS.

HIHE Steamship OCEANIC will be despatched for San Francisco, via Yokohama, on TUESDAY, the 11th January, at 3 p.m. Connection being made at Yokohama, with Steamers from Shanghai and Japan

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSAGES .- Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year. will be issued at a Discount of 25 % from Roturn Fare. These allowances do not apply to through fares from Ohina and Japan to

Consular Invoices to accompany Cargo destined to porte beyond San Francisco, should be sent to the Company's Offices, addressed to the Collector of Customs, San

For further information as to Freight or Passage, apply to the Agency of the Jompany, No. 50a, Queen's Road Central. C. D. HARMAN,

Hongkong, December 21, 1886.

A. S. Watson & Co., Limited......

HK. High-Level Tramways Co., Ld. 1,250,8

1884

27908

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAL. (Taking Cargo and Passengers at through rates for OHEFOO, HANKOW and Ports on the YANGTSZE.)

The Co.'s Steamship Fooksang. Captain Hood, will be despatched as above TO-MORROW, the 22nd Instant, at 3 p.m. instead of as previously advertised.-For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers. Hongkong, December 21, 1886.

FOR SHANGHAL. The Steamship Yanatsze. Capt. F. Schulz, will be despetched for the above Port on THURSDAY, the 23rd Instant, at

For Freight or Passage, apply to SIEMSSEN & Co. Hongkong, December 21, 1886. 2428

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship Taisang, Captain DAVIES, will be Ports on FRIDAY, the 24th Instant, at This Steamer has superior First-class Accommodation, specially constructed to

meet the requirements of tropical climates. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, December 21, 1886.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND SOURABAYA, VIA SAIGON AND SINGAPORE. The Co.'s Steamship

Capt. SCHOLTEN, will be despatched as above on or about the 27th Instant.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Hougkong, December 21, 1886. 242

THE GIBB LINE OF STEAMERS. FOR SYDNEY (DIRECT) AND MELBOURNE.

(Taking through Carno for ADELAIDE, TASMANIA, NEW ZEALAND, &c.) The British Steamer Cairngorm. Captain PEARSE, will be despatched as above at Daylight on FRIDAY, the 31st Instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Hongkong, December 21, 1886.

OCEAN STEAMSHIP COMPANY. FOR SHANGHAI VIA AMOY. for NINGPO, CHEFOO, NEW-

The Co.'s Steamship Patroclus. SATURDAY, the lat January. For Freight or Passage, apply to

Teither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour :-ADOLPH, German brig, Captain John

ATELIE, British 3-masted schooner, Capt. B. Bright. - Master. CLARO BARUYAN, British barque, Capt, Wm. Brown.—Wieler & Co. Else, German brig, Capt. E. Schwartz. Wieler & Co.

Sin ; for Suez, General and Mrs L. H. Warren and I European maid ; for London, Dr. ENOS Souls, American ship, Capt. J. T. FRED. P. LITCHFIELD, Am. barque, Capt.

and European servant; for Sydney, 3 Sikha; for London, Rev. F. J. J. Smith, From Yokohama : for London, Mrs Anderson and HAROLDINE, Amer. 4-m. schooner, Capt. 4 children, Messrs H. Hisashige, T. Kima-S. R. Tibbetis, -Russell & Co. kichi, W. H. Gingero, Miss Whitney, Mr. HILDA, British schooner, Capt. O. Olin. S. H. Abbott, Rov. G. W. and Mrs Knox,

INCLESIDE, British barque, Capt. James and Martin. From Hiogo: for London, Rev. A. D. and Mrs. Hail, and 2 children, Hayes - Master. and Miss Killey. From Nagasaki : for JOHN C. POTTER, American ship, Capt. Singapore, Mr Moss, Capt. Blackburne, H. Curtis.—Order. Messrs Landon, and A. Laplace. JOHN TRABEY, British ship, Capt. Thos.

Ryan. - Messageries Maritimes. SARAH HIGNETT, American ship, Capt. A. Morgan. - Ed. Schellhas & Co. STRATHEDEN, British steamer, Capt. Wm. Hutton,-Arnhold, Karberg & Co. TITAN, American ship, Captain C. H.

VENTURA, Spanish barque, Captain R. Estival .- Remedios & Co.

SHIPPING.

ARRIVALS. December 21. 1886 :--

Tamsui, British steamer, from Whampoa Fallenburg, German steamer, 988, W. Dreyer, Wuhn December 18, Rice. -- MEL-OHERS & Co.

Glaucus, British steamer, 1,331, W. T. Hannah, Swatow December 20, General. BUTTERFIELD & SWIRE. Hailoong, British steamer, 277, J. S.

Roach, Swatow December 20, General. -2429 DOUGLAS STEAMSHIP Co.

Vessels Advertised as Loading.

	Destination.	Vessels.	Captain.	Agents.	Pate of Leaving.
Batavia.		TIGHTER (B)	· · - · · - · · · · · · · · · · · ·		About December 27. December 23, at 3 p.m.
Canaa A	Cc	The Theory of the second secon		Norddeutscher Lloyd	December 27, at noon.
Hambur Havro	G Grow Conal	Inhigenia (8)	Volkmer	Siemssen & Co	Dec. 27, at 10 a.m. December 25
'	J. Chan Conal	III woody (a)	Premier :	Tree buckers of the second second	About December 27.
London.	via Suez Canal	Glenavon (s) Denbighshire (s)	W. Cuming	Adamson, Bell & Co	December 29.
Liondon Morgaill	and Hamburges, and Ports of Call	Amazone (8)	Bonnefoy	Messageries Maritimes	December 28, at noon. Quick despatch.
LT .TT		Haroldine	Tippetis	1 27 24 25 27 27 27 2	December 30, at 3 p.m.
~ ***	-i- Valrahama	City of Sydney (8) Oceanic (8)		O. & O. S. S. Co	January 11, at 3 p.m.
			A COT A COR	Russell & Co Jardine, Matheson & Co	Quick despatch. December 22, at 3 p.m.
Con	_1 7 7	18 OOKSADE (S)	F. Schulz	Siemssen & Co	December 23, at 4 p.m.
Shangh	11	D-lamashan (a)	Tones	Buttorfield & Swire	December 25.
O1	A	[[****151]]]	Butler	Butterfield & Swire	December 24. January 1.
		Patroclus (s)		Jardine, Matheson & Co	December 24, at 3 p.m.
C	A more and Rocchow 1	INDION (Blancamaterial and the contract of the	· · · · · · · · · · · · · · · · · · ·	Although the man broken and an account of	Dec. 22, at daylight.
C4 3 '	1 Marthauman Ato	11 11 T DTIO X			December 22, at noon. Dec. 31, at daylight.
	and Malhaurna	_ CBITBEOFID (#] +	P. Merta		January 4, at noon.
Triesto,	CCC	* T Mark Market Andrews			

7			SHA	RE L	ist.—Quo	TATION3.		December 21, 1886.
4	MT A A CO	Nos. of Shares	Value,	Paid-	Position PES Reserve	LAST REPORT. Balancec.f'ward	Last Dividend	Closing Quatations, Cash.
_	BANKS. Hongkong and Shanghai Bank Corp.	60,090	9 138	all	\$ 4,500,000 For equali- sationofdiv.	s 111,760.34	£2 div. 1-year toJune 30,'86	164 % prom.
•	North-China Insurance Co., Ld	5,000	្ន ខា	£ āt	(\$ 200,000 Tls. 100,000	Tls. 406,132.00	Tls. 20 p. sh. for 1885	Tla. 270 per share
	Yangtsze Insurance Company, Ld	8,000	ຍ 2.	all	£ 50,000	Tls. 3,059.76	3½ for ½ yr. Dec. 31 1884	Tis. 115
	Union Insurance Society Co., Ld China Traders' Insurance Co., Ld	10,000 24,000	3 250 3 83.32	7			\$31 p sh. /84 20 % @ annum	
g	Canton Insurance Office Co., Ld	10,000	250	\$ 59	\$ 188,000	8. 494,406,00	10 % for 1885	\$82½ sales \$180 per share, numinal
1- d	Chinese Insurance Co., Limited Hongkong Fire Insurance Co., Ld	8,000	\$ 250	\$ 50	8 1,000,000	5 283,482.55	\$37.60 for '85	\$410
ir &	hina Fire Insurance Co., Ld Singapore Insurance Company, Ld.	20,000 40,000			4 C C C C C C C C C C C C C C C C C C C	8 17,000		*86 per share \$22
y	STEAMBOAT COMPANIES. IK. C. and M. Steamboat Co., Ld.			all	\$ 180,000	3 12,850.74	6 % half year	86 % prem.
10	Douglas Steamship Co., Limited	20,000	\$ 50	all	8 . 142,370.01	\$ 1151.19	June 30/86	\$40. buyers
77	Indo-China S. N. Company, Limited	18,387 31,212	£ 16	£ 10 £ 10	 Control to the second control to the control of the c	£ 4,387.5.0	7 % for 1885	par
	China and Manila S. S. Co., Ld	■ ** * * * * * * * * * * * * * * * * *	8 100	all.			None	25 discount
34	H'kong & Whampoa Dock Co., Ld.	12,500	S 125	all	\$ - 18,000	\$ 6,701.43	7 % half year and 2°/, bonus	\$123 % prem.
	IK. and China Gas Co., Limited.	5,100 1,900	e 10 £ 10	ell £ 7.16	£ 9,177.31.)	£ 1,527.3.11	bonus for '4	\$130 per share, buyers
· · · · · · · · · · · · · · · · · · ·	longkong Hotel Company, Lt	3,000	1			8 1,321.+1	1	\$195 per share
s,	I thin Sugar Company Limited	9,000 5,000	la l		8 20,00	30,401.01	13740118	\$115 per share, buyers. \$41 per share
ed.	Honokony Bakery Company, Ld	600	老 50	all	1		816 23 7	\$120 ·
ed ho	Luzon Sugar Company, Limited Persk Tin Mining & S'ting Co	. \D. U UU		sil			None	\$5 nominal
he d.	Punjom & Sunghie Dua Samatar Mining Co.	• S		8		•••	None	\$12 buyers 254
n _	H'kong Rope Manufactory Co., Ld H. & M. Glass Manufacturing Co	4,000	8 50 8 50	all all		First year	011	60 % dispount

% prem.

7 . z prem.

8 % prem. _

6 months

Panahle.

Tunel 6&Dec. 10

March 15

June 30

Oct. 15

Jan. 18

Chi Yuen, Chinese steamer, from Wham: Tantalion, British steamer, from Wham-

(Taking Cargo & Passengers at through rates CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.)

Capt. Thomrson, will be despatched as above on

BUTTERFIELD & SWIRE, Agents. Hongkong, December 21, 1886. CHRISTMAS 1886.

THE Undersigned is now prepared to SUPPLY CHRISTMAS CAKES of the Best Quality weighing from 1th to 10lbs ready on hand, and also. MINCE PIES, ASSORTED CARES

D. NOWROJEE. Hongkong, December 21, 1886.

Not Responsible for Debts.

Focke. -Scholihass & Co.

A. L. Christie, R. N., and Capt. F. Mooney Soule. - Master. Cordora, and Master de Cordora, Mrs Dana O. C. Young.—Gonsalves & Co.

-Captain. 3 children and sorvant, Messrs Prescott

Allyn.—W. Legge.

Per Teheran, for Nagasakiv, from Hongkong, Messis C. E. Martin and W. M. Ross. For Yokohama: from Loudon, Miss R. Rumble: Mr Littletates. Mrs Littletates. Miss Littletates, and Mr Walker. Per Glengyle, for Shanghai, 9 Europeans.

Per Stentor, for Amoy, 100 Chinese.

SHIPPING REPORTS The British steamer Glaucus reports Had moderate easterly winds and drizzling ing the Suez Canal.

Yangisze, British steamer, from Wham-

Fooksang, British steamor, from Wham-

Loire Inférieure, Fronch steamor, 532,

Pillivuyt, Haiphong December 17, General

DEPARTURES.

December 21 :--

OLEARED.

PASSENGERS

ARRIVED.

Per Chancus, from Swatow, 850 Chinese.

Per Hailoony, from Swatow, Mr Smidt,

Per Loire Inférieure, from Haiphong, 2

DEPARTED

ang, Mesers A. H. Collins, and Foo Tye

From Shanghai; for Suez, Mr and Mrs de

Per Niobe, from Yokohama: for Hamburg,

Per San Pab'o, for San Francisco, Miss

Mr and Mrs Schöning, and 2 Europeans.

Per Alwine, for Holhow, 30 Chinese.

To DEPART.

H. Clarke, and 26 Chinese.

Per Hydaspes, from Hongkong : for Pen-

Niebe, for Singapore and Hamburg.

-CABLOWITZ & Co.

Alwine, for Hoihow.

Lydia, for Yokohama.

Ashington, for Kohe.

Hydaspes, for Europe.

Glengyle, for Shanghai.

Namoa, for Coast Ports.

Tamsui, for Shanghai.

Iduna, for Haiphong.

Melita. for Manila.

Ringhorn, for Callao.

and 109 hinese.

Europeans.

Tantallon, for Nagasaki.

Falkenburg, for Whampos.

San Pable, for San Trancisco.

SE. Petersburg, for Singapore.

Stentor, for Amoy and Shanghai.

Glaucus, for Singapore and London.

The British steamer Hailoong reports Experienced fresh north and north-easterly winds, with thick rain to arrival in port Steamers in port, A wine Seyd, Soochow, Hollow, Mongkut and Kwongsang.

EXFORT CARGOES.

Per S. S. City of Peking, sailed 14th Dec. For Yokohama, 8,748 bags Sugar, and 106 pkgs. Merchandise for San Francisco. 36,345 bags Rice, 135 bags Coffee, 192 bags Taploca, 25 bags Black Pepper, S cases for the recess without advancing the Army Silks, 2 cases Orude Opium, 10 cases Nut- Bill megs, 260 boxes Nut Oil, 92 bales Gambier, 10 pkgs. Cloves, 237 pkgs. Tea and 3,982 pkgs. Merchandise; for Portland, O., 1,100 bags Rice; for Victoria, B.C., 1,277 bags Rice and 41 pkgs. Merchandise; for Honolulu, 187 pkgs. Merchandise; for Acajutla, 6 cases Silks; for Panama, 2,300 bags Rice, cases Silks and 329 pkgs. Merchandiso; for Callao, 7 cases Silks; for Boston, lease Merchandise; for Chicago, 1 case Silks; for New York, 42 pkgs, Ten, 170 bales Raw Silks, 10 double-cases Baw Silk, 5 cases Silks and 8 pkgs. Merchandise.

POST OFFICE NOTICES.

MAILS will close:-For SAIGON .--Per Velox, at 11.30 a.m., on Wednesday,

the 22nd inst. For PORT DARWIN, THURSDAY IS-LAND, COOKTOWN, TOWNSVIL-LE. BRISBANE, SYDNEY, MEL BOURNE, ADELAIDE, &c., &c.— Per Guthrie, at 11.30 p.m., on Wednes-

day, the 22nd inst. For AMOY & MANILA -Per Don Juan, at 1.30 p.m., on Wednesday, the 22nd inst. For BANGKOK .--

Per Taich ow, at 1,30 p.m., on Wednesday, the 22nd inst., instead of as provicusly notified. For SHANGHAL Per Fooksang, at 2.30 p.m., on Wednes-

day, the 22nd inst, instead of as previously notified. For HAIPHONG.-Per Iduna, at 5 p.m., on Wednesday, the The Austro-Hungarian Lloyd S. N. Co.'s haval resources of this country. The num-22nd inst, instead of as previously

For NAGASAKI, KOBE & YOKOHAMA. Per Teheran, at 5 p.m., on Thursday, the 23rd inst. For STRAITS AND CALCUTTA -Per Taisang, at 2.30 p.m., on Friday,

For SINGAPORE -Par /p.igenia, at 9.30 a.m., on Monday, the 27th inst.

the 24th inst.

Day before departure,-

HOURS OF CLOSING THE FRENCH MAIL The following hours are observed in closing Mails, &c., by the French Contract Packet:-

Post Office closes, except the NIGHT Box, which is always open out of Office hours. Day of departure,-A.M. -- Post Office opens. 10 A.M. Registry of Letters coases.

r.m. - Money Order Office closes.

Posting of all printed matter and patterns ceases. A.M. - Mails closed, except for Late 11.10 A.M. - Letters may be posted with

11.30 A.M. - When the Post Office closes Fee of 10 cents until time of departure.

Late Fee of 10 cents until

MEMOS. FOR TO-MORROW Shipping. Daylight .- Namoa leaves for Coast Ports.

Noon -Guthris leaves for Australian 3 p.m. - Fooksang leaves for Shanghai. Auctions.

at Mr J. M. Armstrong's. Miscellaneous. Noon. - Annual Distribution of Prizes at

St. Paul's College. 3.p.m. Annual Distribution of Prizes at St. Joseph's College. Transfer Books of Hongkong and China Gas Co., Limited, closed from this date to the 7th Proximo, inclusive.

A. S. WATSON & Co., LIMITED. TTAVE NOW RECEIVED THEIR

SEASON'S SUPPLY CHRISTMAS CONFECTIONERY

---AND ---SHIPMENT FIRST FANCY GOODS:

NEW PERFUMES. NEW CHOCOLATES NEW SWEETS. CUT GLASS BOTTLES, GLOVE AND HANDRERGIEF BOXES. BARRETS OF CONFECTIONERY,

&c., &c., &c. A. S. Watson & Co., Limited, HONGKONG DISPENSARY. Hongkong, November 24, 1886.

ORYSTALLIZED FRUITS,

DEATH. On the 20th December, at No. 11, Praya East, the Infant Daughter of J. H. GARRELS. The publication of this issue commenced at 6.50 p.m.-

Tim Chini Tent.

HONORONG, TUESDAY, DECEMBER 21, 1886

TELEGRAMS. [SUPPLIED TO THE 'CHINA MAIL!]

(Via Southern Line.) LONDON, 17th December, 1886 A NO-RENT CONSPIRACY IN

TRELAND. Sheehy have been arrested for a conspiracy to obstruct the payment of Rents. They were remanded, bail being accepted.

LONDON, 18th Docember, 1886. THE SUEZ CANAL Arrangements have been made for widen-

THE MINISTERIAL CRISIS IN FRANCE. The Freuch Chambers have voted a tem-

porary budget. IRELAND. Rigorous measures are being adopted in Ireland against any disturbance of the peace. THE PROPOSED INCREASE IN

THE GERMAN ARMY. The German Parliament has adjourned

LOCAL AND GENERAL.

PASSED SURZ CANAL. OUTWARD BOUND :- Deepdole, Oct. 20; Vespasian, 26; Benglor, Berenice, Glencoe, Cossandra, Westmeath, 30; Japan, Glenogle, Dec. 7; Cardiyanshire, Deucalion, OMEWARD BOUND -- Havre, November 16

orchy, Chingwo, Agean, Antonio. Dec. 3 , Agamemnon, Amphiti ite, Olenfinlas, 7 .; Diomed, 14. The P. M. S. S. Co.'s steamship City o Sydney, with the AMERICAN MAIL of the 20th ult. on board, was to leave Yoko-

Oxfordshire, 19; Part Adelaide, Mas-

salia, 26 : Harter, 30 : Benvenue, Glen-

hama on the loth instant, at daylight, and may be expected here on or about the 21st inst. he Yangted, with the FRENCH MAIL of November 19, will leave Saigon on Wednesday, the 22nd inst., at 11 a.m., and may be expected here on or about hight being got upon the matter. Sunday, the 26th inst. This Packet

from Hongkong on October 12th. The O. S. S. Co.'s steamer Priom, from London, left Singapore on the 15th inst, and may be expected here on or about the 22nd instant.

The O. S. S. Co. s steamship Telemachus, on or about the 23rd inst. gon on the 20th inst., and may be expected here on or about the 24th inst.

The O. S. S. Co.'s steamship Patroclus, on or about the 29th inst. The steamship Japan, from Calcutta, left building yards, so far as the construction of

be expected here on or about the 29th WE have to acknowledge from Messra Guedes & Co., receipt of an Anglo-Chinese Calendar and handy Date Block for 1887.

MESSES Butterfield & Swire inform us that

the O. S. S. Co.'s steamship Patrocius, from Liverpool, left Singapore this morning for Kan Lon Tin, a butcher in Third Street, was charged at the Police Court to-day by

A fine of \$50 was imposed. THE Agent of the M. M. Co. informs us that the Co.'s steamer Yangist, with the 11.40 A.M. Late Letters may be posted | next French mail; will leave Saigon for on board the packet with Late Hongkong to morrow, Wednesday, at 11

Inspector Rae with sending a bullock in an

advanced state of disease for alaughter.

Lun Achak was charged at the Police Court to-day with obtaining 30 bales of cotton to the value of \$600 by mouns of forging the chop of Yak Ali on the 2ad instant. The case was adjourned to permit of enquiries being made.

THE Honorary Secretary of the Al Fresco 2 p.m. - Auction of Japanese Ware, &c., Fife informs us that he has received from Mrs Chalmers and Mrs Edge the sum of \$40.38, being the proceeds of goods from England received too late for the Bazaar. The balance in the Bank for the benefit of the Alice Memorial Hospital is therefore now \$9,000.

CORRESPONDENT at Canton informs us that H. B. M. Consul there yesterday dismissed a case in which C. Limburgh, the Inspector of native police on Shameen, charged C. F. Alan, with assault. Defendant was, however, fined \$5 and costs, or one week's imprisonment, for taking a policeman off his beat.

WE believe that five or six of the band concerned in plundering the house at Little Hongkong have been arrested by the Chinese Authorities at Kowloon City. They are to be tried, it is said, after the approved Chinese system and will doubtless find less mercy than they would have got from our English Courts.

THE Band of the Northamptonshire Regiment will play at the Officers' Mess, Murray Barracks, to-morrow evening, the 22nd inst., commencing at 7.30 o'clock. 2235 The following will be the programme :-Cavalier

Lo Fidelo Berger Adam.
Fusionen Strauss
Love Light Varney Love Light
Lucie di Lammermuir
Doulzetti
Falka
Chassaigne Falka John Monan, Bandmaster.

THE annual distribution of prizes will take piace at St. Paul's and St. Joseph's Colleges to morrow, the former at noon and the latter at three o'clock. H.E. the Acting Governor will preside at both distributions. At St. Joseph's College, the pupils will entertain their friends and visitors by performing a programme of music, recitations and a farce.

Among the passengers who left to-day by the English mail for Home may be noted the name of Dr A. L. Christie, who for the last three years has served here on board Messrs. Dillon, O'Brien, Harris and the Victor Emanuel. Dr Christie will be much missed, as unconsciously he had made for himself many friends here, and no enemies. As an enthusiastic Scot, he was ever prominent in the national celebrations which form a marked feature in Hongkong life. He carries Home the good wishes of many sincere friends for his future prosperity.

YESTERDAY a coolie in the employ of the

Hon. A. P. MacEwen applied to Mr Mitchell-Innes for a summons against a certain fan kwai, ' or foreign devil, that being the only appellative by which he could describe the gentleman against whom he had a grievance. The Magistrate considered the use of the insulting expression 'fan-kwai' as contempt of Court, and very properly fined the coolie \$1. The coolie paid the \$1, and appealed to his master for assistance. Mr MacEwen thought the man was entitled to get his case heard and obtained for him a summons against Lieutenant Foley, R.N., who turned out to be the party complained against. The case was heard before Mr Mackean at the Police Court to-day. The coolie alleges that Lieutenant Folcy boat him, and that officer, we believe, admits having given a coolie a blow on the shoulder. The dispute. it is said, arose out of some coolies taking water from a well belonging to the officer. The complainant's statement was not very clear, and it appeared that he was not the party assaulted but had acted in the matter on behalf of a friend. The case was adjourned till to-morrow, to permit of more

brings roplies to letters despatched IT may calm the fears of those who fiel some timidity about the strength of our Navy to hear the words of Lord G. Hamilton. Speaking at the Lord Mayor's Banquet; he said :--

But speaking here before the pick of from Liverpool, left Singapore on the England's great commercial capital, perhaps 16th inst, and may be expected here I may be permitted in a very few words and in no spirit of boast to lay before them The Union Line steamer Tetartos left Sai- facts which may perhaps be unknown to some, and have been forgotten by others, and faithfully to indicate what are the real steamer Pandora, from Trieste, left ber of Her Majesty's ships which at the Singapore on the 18th instant, and may present moment are in commission, both be expected here on or about the 26th armoured and unarmoured, exceed the combined force of the three greatest naval European Powers. (Cheers.) The steam from Liverpool, left Singapore on the tomage of our mercantile marine almost 21st inst., and may be expected here doubles that of the rest of the world, while the producing capacity of our private ship-Singapore on the 20th inst., and may iron and steel ships is concerned, is equal to four and-half times the total power of all other nations combined. (Hear, hear. We have in these resources a mayal reserve which is absolutely unlimited, if it be properly administered and organized.

> THE Japan Gazette is informed that a certain number of the members of the Tokyo Lawyers Association had waited upon Captain Drake and presented a letter from their Vice-President, announcing their willingness to send-competent members of that association to assist him in his defence of the charge of manslaughter now pending against him.

THE Hu Pao, continuing its meteorological advices, says that a letter from Kishing states that at noon on the 27th November, a sound as of thunder was heard which lasted for seven minutes, and in the afternoon a bright object like a lantern, deep blue in colour, floated in the air to the south-east. In the afternoon it fell to the ground emitting sparks and more sound. Letters from socchow, Sungkiaug, and Zawzow, near Scochow, had already been received describing the sound.

Hongkong, December 17, 1886,

A. G. STOKES, Share Broker.

In connection with the Nagasaki dispute it | which was put on board the steamer Kwang is stated that Japan and China, scoing the Lee. When the shipment was made, the necessity of settling the business in a peaceful manner, as any difference between both countries would be detrimental to the kong firm intimating the fact and stating general afficies of the East, have arrived at an understanding. Mr Woo-Ta-Chang is expected to come to Tokyo to formally nottle what has already been pre-arranged. The programme of the new hegotiations is said to be to punish three Japanese policemen and seven Chinese sailors, who were concerned in the riot, with imprisonment, - for some time and then went to in- place in H. B. M.'s Court for Japan, Japan Gazette Translation.

in the prefecture of Foodlow, who had punished some native Ohristians for stealing clothing from a Church, some time this vohr. was severely beaten by the converts last month, while in the country, hurrying the collection of the taxes. The farmers rofused to pay, and incited the Christians, who bore in mind the punishment they hadreceived at the hands of the Magistrate, to assault him severely. The matter was reported to the high authorities, on the 21st ult., and two officials were sent to investigate the affair on the 25th.

Ar a sitting of the Committee of Financial Control of the 1889 Paris Exhibition on Nov. 4, a rather warm discussion took place concerning the projected tower of M. Eiffel, Several speakers protested against granting a subvention for its erection, on the ground that it would be siding a private enterprise. It was decided that a vote on the subvenfrance for the Tower should be taken, and be regarded as finally settling the question. Of the thirty two members present, twentytherefore, be constructed.

What are you reading there, my man? asked a foreigner in Tôkyô, addressing himself to a jinrikisha coolie, who, seated on the footboard of his vehicle, was busily conning a book. It was a bitterly cold night, and between the difficulty of fully, utilizing the feeble flame of his farthing dip, keeping his book in a legible position, and at the same time looking out for a fare, the man appeared to be about as uncomfortably situated as might be. 'I am trying to learn English, Sir,' was the reply, given with all | the Garrison respectively. The weather the light-hearted courtesy of the genuine Japanese. It was quite true. This jinrikisha coolie, wrapped in his threadbare few showers of rain fell which made the blanket, was poring over a First Reader: refreshing his mind with stories of little-Annie and her lambkin, the dish that pursued the spoon, and the daisies that twinkl- scored 44 for the Regiment; and for the ed in the dew. So it works its way, this Garrison Col. Ryan made 30, including a unmusical tongue of ours. Syllables, said John Selden, 'govern the world.' He might have converted the aphorism into a | while Major Riddell made 25 and A. de C. prediction by saying 'Anglo-Saxon syll- Scanlan 22. The Garrison as yet have the ables.'-Japan Mail.

labours to the Academy of Sciences. The wickets to fall figures he was able to lay before that body tend strongly to confirm the general confidence in his treatment for hydrophobia. Up to the end of last month he had inoculated 2,490 persons in all, of whom 1,726 were French. Ten of these French patients have died, six of the fatal cases being children. On the other hand, M. Pasteur has knowledge of seventeen deaths in France from hydrophobia among persons who had not been inoculated. The number of Frenchmon bitten and not inconlated is unknown; but it seems reasonable to infer that the total is relatively small. In the Paris hospitals, where complete statistics are available, there have been sixty deaths from hydrophobia in five years and twenty-one doaths last year. This year there have been three only-two of non-inoculated and the third of an insufficiently inoculated patient. Some few: failures early in the year led M. Pasteur to modify his treatment of special cases in August, and the results since obtained have been uniformly satisfactory.-St. James. Budget.

M. HENRI Germain, chairman of the Credit Lyonnais, has published a second letter in the Temps on the financial situation of France. In the first he showed that, in the course of eight years, from 1874 to 1882, the expenditure rose in France from 2,501,000,000 frs. to 3,700,000,000; frs. increase the annual budget of the country by 1,200,000,000 frs. Since 1882 the amount of the expenditure has remained stationary. The war of 1870 and the invasion had already increased the burden of the tax-payers by 600,000,000 frs., as the Budget of 1869 amounted to 1,900,000,000 irs. Wesse here a mutilated nation which has supported for a period of twelve years the burden of 1,800,000,000 frs. of new charges, and, thanks to its persevering tolland wisdom, it has not swerved from its course, in spite of the improvidence of the men by whom it has been governed. At a time of unbroken peace, the expenses of France have increased by a sum almost equal to the amount of the whole Budget of two great European Powers -Prussia and Italy. While the expenses of France have been increased by 1,200,000,000 irs., the Budgets of the five and by 250,000,000 frs. in Italy.'

Mayne and Hobart Pasha.

ALLEGED ROBBERY OF \$5,000 * IN HONGKONG.

are supposed to have lost, large sums occurred yesterday in Hongkong. Kwang Yung Hing in Shanghai made a remittance of 3,500 Hae kwan tacks. or about \$5,000, to the Foo Ying Hing in Hong. | ways turns out to be the best policy in the hong. The remittance was made in specie long run.

senders despatched a telegram to the Hongthat the bill-of-lading had been sent on speeches which were made by Counsel and by letter. On the arrival of the steamer Judge at the trial. The evidence differed yesterday the Hongkong firm received a in no material degree to that given at the latter confirming the telegram but con- preliminary enquity and already summataining no bill of lading. They waited rised in our columns. The trial took quire after their money. The steamer sitting at Yokohama, on the 7th and 8th THE Hupao says that a district Magistrate, they found had gone on to Whampon, instant, before Mr. Justice N. J. Hannon, so they repaired to the office of the China and a jury, consisting of Mesers W. A. Morchants Steam Navigation Company. Crane, A. Barnard, J. A. Fraser, W. Gor-There they were informed that the specie don, and H. Moss. had been delivered to a man who had pre- field. Crown Prosecutor in Japan for Our sented a bill-of-lading duly endorsed with Lady the Queen, charged that John William firm's chop. The manager the FooYing Hing, on being shown 1886, being then in command of the British the bill-of-lading, declared that the chop steamship Normanton, within the jurisdicwas forged and that the money been obtained fraudulently. The police others (giving their names); and for a scwere informed of the matter and Inspector Perry is making strict enquiry into the affair. If the story put forth by the Hing is correct, the likelihood is that the bill-of-lading that some one on board got possession of it, tion of one million five hundred thousand or else it may be that some one connected firm intercepted the bill-of-Lading. These one voted in favour of granting the subven- suppositions are probable, but cases have been tion, and eleven against it. The tower will, known of a Chinese firm endeavouring to obtain double payment of a cheque by alleging that a forgery had been made. Doubtless the police will be able to throw some light on the matter in a few days.

CRICKET MATCH.

58TH REGIMENT v. CARRISON. A match was begun this forencen between two elevens representing the Regiment and was very dull throughout the day and a grass rather slippory. A few good scores, splendid hit for which five runs were got. best of the match, being 10 ahead of their M. PASTEUR has given an account of his opponents in the first innings with two

ŀ	ALTONOOM AND ADDRESS.	
١	58th neothert.	•
١	A R H Drow h Porter 10	
Į	A. B. H. Drew, b Porter,	
	The Western b Harmen	
ļ	Chie Collinson a Cilos & Portor.	
1	A. Prkin, c Scanlan, b Porter,	•
1	A COPRIE CERTIFIED DEUTECH CONTROL CONTROL	
	M. L. Grahum, e Giles, b Savage,	
	E. O. Smith, c and b Giles, 15	
	J. Little, a Porter, b Giles,	
.	Pte, Grant, b Giles,	
. }	Pte. Moore, not out,	•
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ij		
	Total,	
١.		
	Bowling Aralysis.	-
. 1		
	Balls, Runs, Mds, Wkts, Wds, No Bls.	٠.
•	Dgt. bayage, 100 42	
-	Br. Giles, 40 21 8 -	
ì	OAURISON/	1
t	Capt. Porter, c and b Graham,	
•	Major Riddell, b Smith,	•
٠.	A. de C. Scanlan, b Warburton,	
1	Garat Garage & Swith	
	Sergt. Savage, b Smith, 17 Corp. Brown, b Smith, 3	,
-	Corp. Diving b Children b Smith	•
۲.	Bombr. Giles, b Smith, 6 Lieut. Breeks, b Smith, 0	:
	Cal Marie & See St.	
,	Col. Ryan, b Smith,	•
ı	Dr. Harris, not out,	
Ċ	Lieut. Lawrie, To bat.	:
,	Gr, Williame,	•
	Extras,	
•	10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
:	Total,120	٠.
		•
L	The fact that the second of th	

GAMBLING-HOUSE FARM. Not long ago the French Protectorate is to establish a farm of gambling houses in 'This short period. he says, sufficed to Tonkin. It was pointed out at the time that, considering the passion of the Asiatics for gambling, the farm was sure to prove a source of large revenue for the Protectorate, time during the time the ship was in com-The immorality of the transaction was pooh- mission was there any drill of the crew or poohed. The end, it was said, fully justified the means. But in this as in all other cases of the buats. The men, the officers even, of the same kind the immoral course has were not assigned to their stations. It was turned out finally not to be so remunerative as was supposed, and has brought with it would have to discharge certain duties; collateral evils that more than outweigh the benefits. Here is what the Courrier lowered, the chief officer should take the

THE RESULT OF THE TONKIN

opened in the large towns of Tonkin men, the officers in case of accident would other great Powers have been augmented in failures and bankruptcies have been be almost useless. Then, as to the passenthe same lapse of time in a very different numerous among the Chinese traders and gers; no attempt was made to warn them 350,000,000 frs. in England, by 200, 00,000 | considered the most solid retailer. This as to the precoutions that might be taken frs. in Prussia, by 550,000,000 frs. in Rus- reputation, a little exaggerated perhaps, by the officers and crew in such an event. sia, by 350,000,000 frs. in Austria-Hungary, | was justified by his sobriety and the small cost of his economic style of living. to Yokohama, a very important boat, shown that against a proper system of able advances that were justified by that carrying a useless boat instead of one cap-

and when investigation is made it is found ed in sounding the holds, and the pre- a very proper order indeed it was namely that the money has gone to the gambling sence of water was reported to the captain. to sound the holds. The carpenter and the houses. The amount that is lost in this Before this report was made however, boatswain went together to sound them, way in Haiphong in a year cannot be est the captain had issued a second order-like and having sounded the fore-hold went aft. Another of those mysterious cases of for- timated in round numbers at less than the first, of a very proper nature. This but it was unnecessary to sound the aftergery by which Chinese firms have lost, or \$60,000. The Administration has deve- order, to get out the boats and look after hold because the report was made that the loped this dreadful passion among the the passengers, came immediately after the ship was making water aft, and further it

Yes, Messieurs Frenchmen, honesty al. cases with distinguished and noble bravery affairs coming to the knowledge of the

THE TRIAL OF CAPTAIN DRAKE. As there is still considerable interest manifested in the case of Captain Droke, we make no apology for reproducing the

In the indictment, Henry Charles Litchof Drake, master mariner, on or about the 24th day of October, in the year of our Lord, tion of this Court, did feloniously kill and slay Nakayama Kin and twenty-three cond count to the said indictment, Henry Charles Litchfield. Crown Prosecutor in Japan for Our Lady the Queen aforesaid. charged that the said John William Drake did, at the time and place aforesaid, kill and slav several Japanese subjects, to wit

Mr H. C. Litchfield, Crown Prosecutor,

only, to form an opinion and give their verdick. The offence of manslaughter, with which the prisoner was charged, was committed by duty connected with the preservation of culpable act or omission, by culpable circumstances. neglect of duty, precautions, or other skilful man would take in the circumstances ists. in which he was placed, caused the death ! of one or more indivduals—that man was guilty of the crime alleged in the indictthe persons entrusted to his charge. Having defined the offence with which the to carry passengers, being intended chiefly ing after the lives of passengers, it is self- women at all events up to the boats, which captain in this instance taken on himself as a cargo carrier. Though uncertificated. however, she did for some time carry Antwerp and while plving on the coast here. Tonkin resolved with a flourish of trumpets | Well, the captain having made up his mind to carry passengers, and having carried them, it would be for the jury consider what duties he undertook and what

precautions he adopted to enable him to

carry out the contract which he thus took

upon himself. They would learn that at no

officers or engineers, or any part of the

ship's company, in the use or management

true that from previous experience the officers knew that in case of accident they that in case of danger and the crew having to take to the boats, and the boats to be d'Haiphong says as to the results of the port and the second officer the sturboard lifeboat, other positions being assigned to other officers, but in the absence of drill or the Since the gambling houses have been assignment of positions and posts to the proportion. They have been increased by merchants. Formerly the Chiuaman was as to their conduct in case of accident, or a passenger on board. So subject to his Further, on the voyage from Antwerp force to compel obedience to any reason-But since gambling has been introduced all the starboard pinnace, was stove in, plied with. These powers, this authority, Segaking of the latest experiments with has changed. Gambling is the ruling passion and no attempt was subsequently were given to the master in order that he the torpedo the St. James' Budget says :- of the Asiatic, and once he takes to it his made to replace her, so that the might be able to sustain the great re-The torpedo has steadily lost credit during ruin is almost contain. A certain Chinese ship, when leaving this port on November sponsibilities and obligations which were the long and careful series of experiments in merchant had considerable credit here and 23rd, was deprived of a most imposed upon him by his position, because progress at Portsmouth. First, it was the French merchants made him reason. means towards the preservation of life, it seemed to follow that without power stud-wire crinolines the Whitchead is credit. In one night he lost three or able of containing 18 to 20 persons. Pass. not be held responsible for anything that practically harmless. The nets were damag- four thousand dollars at gambling. Next ing on now to the last voyage of this ill. happened through his orders not being ed but the ship escaped scatheless. Nets, day nobody knew about it, and in virtue fated steamer, he said there would be pro- carried out. Now, he would not take the however, are a great encumbrance, and of the credit he possessed this merchant duced a Japanese broker who would give jury through the whole of the duties of can only be employed when the ship still obtained new advances. But after the names of the passengers for whom he the master of a vessel, because in the cone is at anchor. It was important, according- having run his course to the last the Chins- engaged passages, several of whom he took sideration of this case it was only necessary ly, to let the torpedo do its worst against man found that he was not able to pay on board himself, while the rest, making to call their attention to the duty which he an unprotected ship. On Tuesday a White- his debts and embarked in a junk to seek up the total number to 25, came on board considered and which he should submit to head, charged with 93 lb. of gun-cotton, was his fortune elsewhere. And this is not a afterwards. When this man left the ship them was the paramount duty of all the lashed alongside the Resistance, 8 ft. below single case. We have under our eyes five the passengers were settling down like pil- various duties the master of a vessel had. the water-line, and against the unprotected or six other merchants who have lost grims to pass as comfortably as might be The paramount duty was to take prope bottom of the ship. No torpedo could pos- heavily, and one of these days unless by the short time they expected to be on precautions for the saving of life, and if sibly take up so favourable a position in ac- some rare turn of fortune board, one party taking up their quarters through the negligence of precautions for tual war. In spire, however, of the expecta- seldon smiles on the necessitous—they will in the port and the other in the starboard saving life, death ensued, then he should tions of the assembled experts, the Resistance have to shut shop.

Alley-way. Mr Litchfield then described submit that if the neglect was due to the was neither shattered nor sunk. Great dams. The gambling houses were created for an the alley-ways, and passed on to speak of master himself, he was guilty according to age was done, but the water-tight bulkheads excellent end-to increase the revenue of the wreck. During certain manceuvres, he the English law of manslaughter. Now, in were uninjured, and the ship remained affeat | the Protectorate, but we must see that the said, which were designed to prevent the order to preserve life he had to take certain and able to fight her guns. Had the steam dollars which fall in this way into the till ship from running ashore, she struck a measures and means, according to the cirbeen up, of course, the torpedo might have of the Protectorate are not after all taken rock which seemed to have stove in the cumstances in which he found bimself burst the boilers, and thus indirectly out of the pockets of the Europeans. The whole after part, probably a little abaft the placed. The jury would recollect that on the destroyed the ship. But the general result Government wished to raise a tax out of the engine-room. Orders were given by the evening of the 24th Oct. last, the Norof the experiments is to confirm the com- passion for gambling of the Asiatic, but it Captain to sound the holds, and the main manton struck a rock. The first order that paratively poor opinion of the tergedo en- turns out that it is we that have to pay the hold was found to have water in it which was given, and this order seemed to have tertained by such specialists as Admiral tax. Our merchants lose by heavy failures, also went in to the engine-room. Ten been given immediately after the vessel and the rest of us are robbed by our boys'; minutes, he supposed, were consum- struck, was by the captain of the vessel-

ing to get out the starboard life-boat—the to get the boats ready and look after the der was not superseded. The work on the persons whose conduct is put in question at starboard pinnaco being unseaworthy. Be- passengers. That order was given imme- boats was continued, and the chief officer that Board of Trade Inquiry. It would be ing on davits and inboard, the boats had to distely or very soon after the first order, and the carpenter proved that by the time quite ridiculous that such an inquiry as that; be awang out, and the crow were husied in Therefore the position in the mind of the they had finished getting the anchor over which is instituted very often at the request this work when the briler came from the master then was that there was so much the bows the boats were ready. How then of the master of the ship and is conducted by bridge to the first officer to get the anchor changer that it was necessary to get the could it be said that by giving that order him, at which principally the evidence he over the bows. It would be for the jury to boats ready and the pa songers into them, and then superseding it he was guilty? brings forward is heard, should preclude judge as to the propriety of that order, but If that order had remained as it was and Let themselves in the case of this people afterwards from going either civilly the effect of it was to stop the operations at not been superseded, he thought the jury captain. They had it in evidence that for or criminally against the persons whom they the starboard life-boat entirely, for the first might conclude that all the lives of the pasofficer, carpenter, boatswain, and one or sengers and crow might have been saved. The two A.B.'s wont to the bows to get the chief mate, as they heard him say yesterday. anchor over, an operation which occupied went in compliance with the first part of that 20 to 25 minutes. When this party return- order to assist in getting out the starboard ed to the bridge the remainder of the crew life boat, where he was occupied for a few had just succeeded in getting out the port minutes. The hoatswain, in compliance life-boat and pinnace. That would be also with the first part of the order, went about half an hour after the ship had struck. to work on the port life-boat and It was about the time that the captain or | pinnace, and remained there until the port dered the boatswain to try and get the pas- life boat and the pinnace were swung out sengers towards the boats. It might be that and ready to receive the passengers. at that time the captain thought the passon- Meantime, however, another order gers would come willingly, or it might be been given which was to get the anchor that while the boatswain was forward other over the bows, and this order was given to efforts had been made to communicate with the only two people apparently on heard the passengers, and get them ou deck. If the ship to whom the first order had been the latter, the captain must have known given. Now, whether it was a correct orthat these efforts had failed, and yet he sent | der for the master to give to get the anchor one man to control 25 human beings. If over the bows he thought perhaps they force was necessary the force of one man need not consider, because after all the was useless; and if persuasion the persua- captain was the judge of the situation, and sion of one of the officers, of the captain there was nothing in the evidence to show himself, was more likely to be successful that it was not under the circumstances a than that of the boatswain. It would befor proper order to give. But counsel should the jury to consider whether the efforts ask the jury to consider whether, having the captain made to get these passengers superseded the order previously given to came by the same steamer as the specie and 25 persons to the said Crown Prosecutor into the boats were such as a reasonably the bestswain and chief officer, he was not skilfel and careful man would have taken culpable of neglect of duty in not passing in the circumstances. Mr. Litchfield then that order on to some one else. His posiassisted by Mr J. F. Lowder, conducted the wont on to describe the attempts made to tion was this. Two boats were ready—one with or knowing the business relations of the prosecution; Mr Alfred Robinson, of Shang out, and concended that of them capable of holding 30 people, achat, appeared on behalf of the prisoner. four or five able scamen would have been cording to the chief mate's evidence, and Litchfield, after repeating the charges in to the time that clapsed but woon the strik. to the evidence of Jackson, and 17 accordthe indictment, said it was with feelings of ing of the ship and the miking of these at- ing to the evidence of Captain Squire. dealing with this case, a case which he felt fact that after saving himself from the star- that the two boats could hold 47 or 48 permust be important not only to the prisoner | board life-bon' when it was upset, the sons. There were 25 passengers on board, at the bar but also to many persons dealing third officer was able to get into the and it was known that the pinnace conand trading with Japan, situated as we are pinnace in which the master was, and tained 13 people and the port life-boat 8at present in this country. He was grieved pointed out that the master must be together 21 which added to the number of to say it had been discussed in a manner assumed to have known that his first passengers made 40; therefore they had it open to deep regret by the native press of officer, boatswain, and carpenter were that at that time there were boats ready,

might pass away from that point. sacrifice rather than self-preservation that might have taken a matter of three to five any duty with regard to the preservation is the first duty of that man. There was a minutes. Could it be doubted that if this of the lives of the passengers. With reduty that the captain of a vessel owed to ocular demonstration of danger had been gard to that, there can be no doubt that his crew, and there was a duty that the given to the passengers they would have the answer to it is: Yes, he had. A capcaptain and crew owed to the passengers. followed the captain, even if only out of tain, who goes to ses in the command of a It would be for the jury to say whether in | curiosity to see what he was doing with the ship, and who has passengers and a crew this case these daties had been performed women and child? The defence was, so on board, has the very plain and abor whether they had been recklessly ne- far as he could gather, that those Japanese solute duty of doing all that he can N.E. winds have decreased. The temperabove all ought to have shown to his crew they understood the position of danger in protection of their lives. The next quest cloudy weather provails. and passengers an example of energy and which they were placed, and that they re- tion you will have to take is; Did he

fused to obey orders. Mr Robinson thought it should have been noticed that a Naval Court of Enquiry was The Judge dissented from this view. The prosecution then called its evidence:

Address. No evidence was called for the Mr Lowder addressed the jury for the prosecution. Let them consider now. the first place, what was the position of the master of a vessel. He had very great authority and very great power vested in him; particularly when he was at sea. In fact he had almost unlimited power. Every person on board his ship was subject to hi order, be he a member of the crew or be he orders were these people on board ship that the master of the ship had the right to use able order that he gave which was not comto see that his orders were obeyed he could

Asiatics at our expense; and it must first, and the crew, or part of them, who was reported by the engineers that the now step in and help us out of the difficured to be thoroughly under command, water was coming into the engine room.

and who behaved with bravery in some He presumed it was on this condition of

-immediately proceeded to get out the accused that he almost immediately gave

port life-boat and port pinnace, some, he the very proper order under the circum-

thought the carpenter and boatswain, start. stances to the chief mate and the boatswain

In opening the case for the prosecution, Mr | nble to run them on deck. After reforing | the other capable of holding 18 according | evidence, pointed out that the testimony nese passengers to the efforts made to get considerable auxiety that he approached the tempts, Mr. Litchfield commented on the Adding these numbers the jury would find he was in this position, that the chief en-Japan, which, having probably for its deprived of the means of escape, and must conveniently ready, to have saved the whole own reasons seized the opportunity of air- have known also that 25 helpless persons of the passengers and that part of the crew ing its little knowledge, wrought or attempt- were on board. Yet no effort was made to if the passengers and been ready to get into ed to work mischiof incalculable, especially rescue either his own men or the pas- the boats. But it appeared from the svidas, he was sorry to say, it had been sided sengers. After enumerating the chief ence that the passengers were not ready, by the efforts of congeners in its own witnesses he proposed to call, he said he and at that time no attempt had been made line, attempting to set race against race, would ask the jury to judge whether or not to get them ready because the order had and stirring up important questions utterly the captain was culpably negligent : in been superseded. This appeared to him to beside the issue that the jury had to try. not assigning positions and stations be the principal point in the whole case For these reasons he asked them to dismiss to the crew; in not repairing his unsea- that they would have to consider—whether however, were made. M. D. Graham from their minds notions of their own, to do worthy pinnace; in not notifying the pas- the accused was culpably negligent in sutheir duty, sworn as they were to examine sengers in any way what conduct should perseding the original order that he gave in carefully the evidence which would be laid govern or guide them in the case of the apprehension of danger, and in not before them, and upon that evidence, and it accident in wasting time in getting out sending all available hands to save the pasan anchor when he was in deep water; in sengers who were just below him in the sending only one man to deal with the 25 alley-way. He not only had those two passengers; in making no efforts to ascer- boats swung out and ready to receive the a person, amongst other ways, who, by any tain whether or not there was any one in passengers and crew, but he also had all culpable omission in the discharge of his the starboard alley-way, and making no the hands who had been working at the efforts to get the passengers out of it; boats, namely himself, two mates, two enlife, shall cause the death of one or more and in leaving the ship in the port pinnace gineers, six able seamen, and two stewards, individuals. Any person who by contract before he had ascertained that every effort both white men -in all, 13. There were took on himself, or upon whom the law had been made to save men, women, and thus 13 people available at that time to have imposed, the duty of protecting or pre- children. It was not for him to anticipate gone to the assistance of the passengers and serving human life-who had undertaken the nature of the defence or to forecast it, got them into the boats. Now what hapor thrust upon him a duty to which he had but if it were based on the idea that the pened during that 20 minutes, during which to bring all reasonable skill, energy. Japaneso nation and individuals were charthe boatswain and the chief mute were occourage, and nerve in exercising his efforts acteristic fatalists, he should tender evid- cupied in getting over the anchor? The to fulfil his duty to preserve life or limb of ence to show what the boaring of Japanese evidence was silent as to that. The contenpersons entrusted to his charge, who by any had been when placed in almost similar tion on the part of the Crown was that during that time the means were at hand—those two Mr Robinson said he had not the slightest | boats and plenty of hands, available at the for any criminal act that might have been negligence of acts which a reasonable and intention of charging the Japanese as fatal- disposal of the captain to go down and get the passengers out. Could it be doubted that happened, somebody else should go to the The Judge remarked that Mr Litchfield | even if those 11 whom he had enumerated had gone with the captain to get the pas-Mr Litchfield, continuing, said the de- sengers out of the alley-way at that time ment of feloniously killing and slaying fence might be that the captain was not they would have been able to get them out, invested with the duty of looking after the even though it had been necessary to uso passengers, and that, finding or imagining force and compulsion? Why, it stood to accused was charged. Mr Litchfield pro- that he found reluctance on their part to reason on the evidence that, supposing them conscientiously to acquit the accused ceeded to describe the evidence he proposed leave the vessel, he was justified in saving accused had really been animated at that to submit. In the beginning of last year his own life. But though self-preservation time by a desire to save the lives of the pasthe Normanton started from Antwerp on is the first law of nature there are circumst- sengers, he might have gone down, picked that he now had was to look to them to her voyage out to the coasts of China and ances, times in a man's life, when that law up the little boy, and carried him to a place clear his name. Japan. She started well found, apparently, has to be broken. When a man who has of safety in the course of a minute and a in every way. But he would be able to taken upon himesif the duty that the cap- half. With the assistance of others he up, said - Now, the first question you will show the jury that she was not certificated tain of a ship does, of preserving and look- might have supported and conducted the have to address to yourselves is : Had the

> defence; whether had they been apprised and drills; (2) that he should have directed which bore out the statements in Counsel's of their danger by such acts as he suggested | the passengers to be forced into the boats: to the jury they would not have been only (3) that he should have ordered some one too eager to go and get into the boats. He to look after the passengers while the chief was referring now to the time when the officer went to the anchor, and (4) that he chief mate, boatswain, and carpenter were should have directed some one specifically engaged at the bow a period of 15 to 20 to go to the starboard alley-way. In reality minutes. But even after that there was no nobody ever went there. Now, it is quite evidence that anything was done by the clear that he did not do those things which master towards going to the assistance of it is alleged by the Crown he ought to have the passengers. It seemed that the order done. You may take it that he did not do to go to their assistance was given to the bootswain and the mate, and it did not appear that it had been repeated to any one else. So far as could be seen, the master himself remained on the lower bridge near the port pinnace with several available hands in the port life-hoat, and gave no orders to any of these people to go to the assistance of the passengers, nor did he go to their assistance himself after it he is placed in command of a ship, has such became necessary to take to the boats. The authority that he would have been entitled accused made a reference to the leaving of to take the passengers by force and place the nort life-hoat, because he was heard them in the boat. The next question is : to say it was a dirty trick of the en- Was he bound to exercise that? That of gineers to go away and leave so many course is again a question for you - whether people on hoard. But they did not hear that any or er had been given for that this case, to use force towards those passenboat to return or that she was not to be gers to put them in the boats. His Honour lowered or leave the ship. Then it was un- did not think that the fact that the doubted that although he must have known of the capsizing of the starboard the first officer's place in getting the life-boat, because the third mate after boats out when he ordered that officer to wards went into the pinnace, and though get the anchor over, was of no consequence he knew that the port life boat had and need not be considered, for they found, left the side of the ship, still when he that what the captain would have ordered was appealed to by the boatswain, car- took place exactly, the second officer taking penter, and chief mate for assistance, one charge of the hoats. With regard to the witness said the reply was received 'all Naval Court of Loquity, His Honour said : right, and the people in the boat said they __Now, to say one word with regard to the were told to pull for the ship, but could remarks which Mr Robinson thought it his not find her, and afterwards assistance was | duty to make with regard to the Crown not invoked in vain. This evidence, which was giving you any evidence as to the result of undoubted, would, "he thought, afford the the Court of Loquiry. He returned to that jury a means of making up their minds as subject, and it is because he returned to it to whother the captain was animated by a that I deem it my duty to allude to it. Of desire to save life, if necessary, even at the that inquiry, gentlemen, it is useless, sacrifice of his own. As a matter of fact would be affectation, to pretend that you they found that out of 39 all told 38 cot do not know; it would be affectation to into the boats. One was drowned from the pretend that you do not know the starbuard life-boat, and that was the only results. But you know, although you European who was lost. They had also as know the result of it, that you have no a fact that of 25 passengers not a single one right whatever to take it into considerwas saved, and it was for the jury, on a ation, And that for a very simple reason, careful consideration of the circumstances not only because the law tells you that you of the case, to say whether or not these 25 must not, but because it is quite pain that passengers or any of them lost their lives the Board of Trade Inquiry although a through the culpable negligence of the legal process, amounts to not much more prisoner at the bar. Mr Lowder added that than if two of the partners of Messra. Ad.

> > were in the starboard alley way.

from the third officer that there were still him guilty. men on board in a dangerous position. But they had it in evidence from two of the the Jury returned and the Foreman delimen who were in the captain's boat that vored the following verdict :-- Verdict of they did not see the third officer come in at Guilty. But the Jury desire to record all, and, if that were so, why should the their sense of the difficulties of the position captain have seen him! There was no in which the captain was placed aggree evidence to connect him with the captain, vated by the fact of the engineers having and it was in evidence that the boat was left the ship in the port life-boat, thereby turned and pulled for the vessel, but could diminishing the means of saving life at his not find her. Mr. Robinson, before proceed. command, and also by the unwillingness, if ing to take up the most salient points in the not actual resistance, offered by the Japatain could produce on his own behalf and who were proved to have been taking an nctive part in the measures which were fore, when they had men who were not actually brought into contact with the captain saying that they did not hear or receive

more than that these people did hear. the alley-way. Altogether, from the conlast thing that struck him was the proosedings of the Naval Court of Inquiry. It struck him as an anomaly that a man should have the power by statute to go to a Court of the Kingdom and ask for an inquiry into his conduct that that Court should have the power if dissatisfied of sending him home to be tried committed, and that, no such thing having place where that Court was held and request that the first named individual should be tried again on the same evidence. Mr Robinson, in conclusion, expressed the hope that what he had said and the jury's appreciation of the ovidence would lead lost all that he had in the world, and all

glected by one man—that one the man who passengers wished to lose their lives; that |-all that he reasonably can—for the ature is low, the humidity rather low and neglect to perform that duty ?... Now we Mr Robinson-No : only that they were must see exactly what the duty is before we can answer that question. What has been Mr Lowder said, well it would be for the | contended by the Crown? Mainly this: jury to consider whether that was a possible | that he should have had (1) boat stations those particular things.

Coming to the question as to whether or not the Captain should have used force, his Honour said :- Now, the next point alleged by the Crown is that he ought in reality to have forced the passengers into the boats. With regard to that, the first thing that one is bound to remark upon it is that he certainly had the authority. A captain when he was bound, in all the circumstances of cantain did not send any one to take no effort whatever seemed to have been smson. Bell & Co. had sat down in their made to save the lives of the passengers who | back room and entered into an inquiry and transmitted to the owners of the steamer Mr Robinson, in reference to what was their report. It is the duty of the Cousul called the supercession of the order to get to inform the Board of Trade, but it has out the boats, ventured to say that the or- nothing to do with the criminality of those

close upon half an hour-25 minutes he may think wrong. It is not legal evidence, thought was the exact time-the most ex- which you can take interconsideration, but perionced men of the ship, the chief officer you will see that it is unite reasonable that and the boatswain, had not begun to make it should have no unfluence whatever upon up their minds that the ship was in danger your judgment. What you have to defoundering. And yet here was the cap- termine is, whether the captain has been tain on the bridge cluring all that time, guilty of such negligence as to make him only leaving it once, and it was complained guilty of mansloughter in on the evidence that he did not at once rush off the bridge, which has been given in this Court yesterput himself at the head of the stewards day, and the arguments you have heard toand the other people, look after these pas- day. I should therefore put the case besengers and leave all the rest of the ship fore you in this way :- Was there some take care of itself. He considered negligence on the part of the prisoner in that unreasonable. The captain told them not having boat stations, in not cordering to get the boats ready. They were got boats to be used, in not ordering more or ready. He ordered that the passengers other people to look after the passengers, should be assisted but they resisted. It in not sending specifically to each alley had been endeavoured, not quite fairly he way? Was he guilty of culpable negli bliought, to create the impression on the gence in these, or any of these, reminds of the jury that the captain was not special Did such negligence cause the a humane man, because he must have known deaths? If you think so, you will find After an absence of an hour and a half,

them out of the alley-way towards the

The Judge-John William Drake, the Jury, after very carefully hearing and considering your case, and hearing the able defence that has been urged upon your beadpoted after it was discovered the ship was half, have found you guilty of manslaughter. making water fast, were not available, and The rider amounted in reality to a recomthe captain's own mouth was closed. There mondation to mercy. I fully appreciate the difficulties in which you were placed, and which have been noticed by the jury. Nevertheleas these lives have been lost, and any order, their evidence was worth no you are been found by the jury to be guilty of manslaughter. - Under these cir-Nevertheless, orders were given by the cap- cumstances, taking everything into consitain, and, judging by the results, the orders | deration, and taking, to the full amount were given by which the boats were got that I possibly can, their recommendation ready in the way that had already been de- and the rider they have added to their scribed. And if reliance were placed on the verdict, into my consideration. Lam sorry accounts of what took place he thought the to have to pass sentence upon you. I am conduct of the Japanese passengers them- not going to aggravate the position in selves went the full length of exenerating the which, no doubt, you are, by making any captain from the responsibility for their un- remarks, beyond this, that it cannot but be happy death. If they did not come that a matter of deep regret, not only to us all. was not a repreach to the captain. Three but also no doubt, to you now, that you did of the best men in the ship went to them | not take such stops as would have been and succeeded in getting some of them into more effectual towards the saving of life. We have been accustomed to expect from clusion of the preparatory measures to the | the merchant service of England heroism sinking of the ship, he failed to see how and devotion to the interests of the crew they could detect—he could not a single and passengers that I am alraid in this case act of culpable negligence or personal mis. | were wanting. It is my painful duty under conduct on the part of the captain. The the circumstances, and taking everything

OHINA D		EGI	STE	R. at 4	P. M		19. 15
station.	Barometer red. to sea level and 32° Fht.	Temperature.	Hamidity	Direction.	Force.	Weather.	Rain during previous 24 hr.
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Haiphong. Hongkong Amoy Foochow Shanghai	30.13	68 63 —	66 -	NE	01	od -	0.0

W. DOBERCK.

Government Astronomer, Hongkong Observatory. December 21. 1. BAROMETER, reduced to 32 degroes Fahren-

neit, and to the level of the sea in inches, tenths and hundredths: 2. TEMPERATURE, in the shade in degrees. chranhelt. 3. HUMDITY, in percentage of saturation, the humidity of air saturated with moisture being

4. DIRECTION OF WIND, to two points. 5. FORDE OF WIND, according to Beaufort

6. STATE OF WEATHER. b blue sky, o detached clouds, d drizzling, min, f fog, g gloomy, h hali, I lightning, o overcast, p passing showers, q squally, rrain, s snow, t thunder, v visibility. to dew (wet).

7. Barn, in inches, tenthe and land-ofths Quotations Hongkong. December 21. OPIUM-New Patna, cash...... 4983/500 New Benares, Clah, .. 4271/470 cash.... ---New Malwa, cash, 500 Allowance, Tuels..... 32/48 Old Malwa, cash, 520/540 Allowanco, Taela..... 80/06 Persian, Oily, cash ... 370/430 Allowance, Taels 16/32 Persian. Paper tied... 400/480 Allowance, Taels 32/40 Exchange HONGRONG. December 21. On demand. 30 days' sight, Credits, 4 Documentary, I mouth sight, 3/48 On Paris— On demand. ... Credits, 4 months sight, 4.30 On New York-On demand. ... Credits, 60 days' sight, ... 82 On demand, ... On shanghar-On demand. 30 days sight. (fold Last, 100 fine \$80.85 invaritime. 5.96 METEOROLOGICAL REGISTER.

AT & F.M. TO-DAY. Barometer ... 30.07 Humidity Direction of Wind . ENE Force . . . Weather

Hongkong Observatory, Dec. 21, 1886.

To Let.

TO LET.

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E. L. WOODIN, Acting Superintendent. Hongkong, November 22, 1886.

TO LET.

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DAVID SASSOON, SONS & Co. Hongkong, December 3, 1886.

Prospectus.

ABRIDGED PROSPECTUS

HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY (LIMITED.)

INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONGKONG.

CAPITAL, - - - - \$1,700,000 Divided into 17,000 Shares of \$100 each, payable as follows:--\$25 on application and \$75 on allotment.

Directors: THE HONORABLE J. BELL-IRVING THE HONORABLE F. D. SASSOON. THE HONORABLE A. P. McEWEN.

C. P. CHATER, Esq. W. H. F. DARBY, Esq. M, GROTE, Esq. H. HOPPIUS, Eso. E. H. HUNTINGTON, Esq.

Bankers:THE HONGKONG AND SHANGHA BANKING CORPORATION.

J. S. MOSES, Esq.

Scoretary:ISAAC HUGHES, Esq.

Solicitors: MESSUS, WOTTON & DEACON.

Auditors: MESSIES, G. S. COXON AND T. I. ROSE

IIIHIS Company has been formed for the purpose of amalgamating and working as one concern the undertaking known as Messrs Januine, Matheson & Co.'s PIERS AND GODOWNS with the undertaking known as the Hongkong and Kowloon WHARF, GODOWN AND CARGO BOAT COM-The objects of the Company are more particularly set out in the Memorandum and Articles of Association, copies of which can be seen in London at the offices of Mosses Matheson & Co., No. 3 Lombard Street, E.C.; in Shanghai at the offices of Mesers JARDINE, MATHESON & Co., and in Hongkong at the Company's Office, Pedder Street, Hongkong.

The property known as Mosers JARDINE. MATHESON & Co.'s PIERS AND GODOWNS consists of portions of Marine Lots Nos. 95, 96, 97 and 98, and a right of water frontage of over 617 feet, and an area of over 100,000 square feet, with the Godowns and buildings thereon, having a gross storage capacity of over 50,000 tons; Dubos Frères & de Gernon & Co.'s harf, measuring on the main front $580' \times 50'$, on the arm $325' \times 30'$ and on the siding $275' \times 50'$, showing a total berthing capacity of 1180 feet; a pair of Shears capable of lifting 25 tons, and rolling stock, including 4038 feet of Decauville's patene tramway, 33 waggons and turn-

The property of the Hongkong and KOWLOON WHARF, GODOWN AND CARGO BOAT COMPANY consists of Kowloon Marine Lots Nos. 9, 11, 20 and 21, having a Praya frontage of 1620 feet and an area of 414,000 square foot. The Godowns on these lots have a gross storage capacity of 178,200 tons; three Wharves, one measuring 433 feet long and 37 feet 6 inches broad, another measuring 475 feet long and 37 feet 6 inches broad, and the third measuring 501 feet long and 45 feet 6 inches broad, -(six of the largest vessels that enter Hongkong can be berthed at these wharves at the same time)-rolling stock, including 9970 yards (or 5.66 miles) of Fowler's patent tramway, two weighing machines for waggons, 45 turntables, 56 Fowler's general purpose waggons, 40 Decauville's general purpose wag-gons, 35 Fowler's double tipping coal waggons, 2 steam hoisting gears, the steam launches Kowloon, Hongkong, and Heron. 4 solid teak lighters, each capable of holding 200 tons, and 3 Chinese cargo boats together capable of holding 125 tons. The two undertakings above referred to

have been working satisfactorily for some period. It has been arranged to purchase Kow loon Inland Lots Nos. 211, 212, 213 and 214, having a total road frontage of 938 feet and an area of over 145,000 square foet. Of the total Capital of \$1,700,000 the sum of \$1,000,000 has been taken up by the vendors of the various lands and premises, as more particularly mentioned in the Memorandum of Association, and the

remaining \$700,000 only is offered to the Public for subscription. The Contracts for extending and completing the Godowns and Wharves of the Hongkong and Kowloon Wharf Godown AND CARGO BOAT COMPANY will amount in all to a sum estimated not to exceed \$100,000. The owners of the Godowns and Wharves have already paid a portion of this estimated sum, and will continue to pay so much thereof as falls due up to the time when the premises are acquired by the Company, when the Company will repay to these owners so much of the said estimated sum as they shall then have at Shanghai and Hongkong, at LANE,

Applications for Shares will be received Thing Mail Office. in London, up to and inclusive of the 15th January 1887, by Messra Matheson & Co.; in Shanghai, up to and inclusive of the 31st December 1886, by Messes JARDINE. MATRESON & Co.; and in Hongkong, up to and inclusive of the 31st December 1886, by the Secretary; and the amount payable on application must be paid to the Hongkong and Shanghai Banking Corporation. If no allotment is made the deposit will be returned, without any deduction, but without any interest, and where the number of shares allotted is less than the number applied for, the surplus will be credited in reduction of the amount payable on allot-

ment and any excess returned. Forms of applications for shares may be obtained in London from Messrs Marneson & Co., in Shanghai from Messrs JARDINE. MATHESON & Co., and in Hongkong from the Secretary.

Hongkong, 18th Nov., 1886.

Prospectus.

THE HONGKONG HOTEL COMPANY LIMITED.

TSSUE of \$200,000 Seven Dollars per Cent MÖRTGAGE DEBENTURES 31st day of December, 1899.

\$7 per cent. Mortgage Dobentures of \$500 each. These Debentures are issued in order to repay the money temporarily borrowed 2220 by the Company for the purchase of the property presently mentioned.

The Company are doing a large and in-creasing business as Hotel Keepers and require an extension of their premises. They satisfaction. have accordingly agreed to purchase the block of buildings situate on the Praya, in the occupation of Messrs Melchers & Co., and registered in the Land Office as the Remaining Portion of Marine Lot No. 7, 632 for the price of \$192,500. The property measures on the North 108 feet 6 inches of thereabouts, on the South 104 feet or thereabouts, on the East 175 feet or thereabouts and on the West 175 feet or thereabouts, and it is intended to erect without delay on the said premises a new wing for the Hotel at an estimated cost of not less than

The loan will be secured by a first charge on the said property, which, by a lease dated the 31st December, 1881, was demised to LONDON ARATED WATERS, Mr F. W. Reiners for five years from that date at the annual rental of \$10,000, the Lessee paying in addition rates and taxes.

The Debentures will be issued at a SODA premium of \$5 per centum for sums of \$500 each made payable to bearer and carrying interest from the 1st day of January 1887 at the rate of \$7 per centum per annum, payable quarterly on the 31st day of March, the 30th day of June, the 30th day of September and the 31st day of December at the Hongkong and Shanghai Banking Corporation, Hongkong, or at any of its branches, at the current rate of exchange upon presentation of the coupons attached to the Debentures. The terms of subscription for each Debenture are as follows:—85 on application and the balance on allotment, to be paid into the Hongkong & Shaughai Bank, Hongkong.

Where no allotment is made the deposit will be returned in full without any deduction but without any interest, and where the number of Debentures allotted is less than the number applied for the surplus will be credited in reduction of the amount payable on allotment and any excess returned. In case of non-payment by any applicant of the balance due on allotment the Company may forfeit the deposit and cancel the allotment, or may charge interest on the balance due at the rate of Eight Dollars per centum per annum until payment. The necessary Application Forms can be obtained from the Company's Secretary, or at the Hongkong Hotel, Applications, to be accompanied with

Banker's Receipts for Dep sits, will be received by the Secretary up to 4 p.m. on the 27th December, 1886. The form and conditions of the Dobentures can be seen at the Hotel and at the Office of Messrs Worron and Deacon, the Company's Solicitors.

By Order of the Board of Directors, L. HAUSCHILD, Secretary. Hongkong, 6th December, 1886.

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of \$500 each, to be paid off on the CHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of Applications are invited for \$200,000 in the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will

COMPANY, LIMITED.

receive prompt attention. In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dis-

D. GILLIES, Secretary. Hougkong, August 25, 1885.

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At the same Moderate Charges.

Hongkong, June 9, 1885.

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WEEK DAYS. Leaves K'loon. Leaves A.K. Leaves K'loon, Leaves H.K. 6.00 a.m. 7.00 a.m. 6.00 a.m. 7.00 a.m. 8.00 , 8.25 , 9.40 ,, 10.20*,, 10.30 ,, 10.45 ,, 10.40*,, 10.55 ,. 11.00 P.M. NOON. 1.55 ,, 6.15

* There will be no Launch on Monday and Friday, on account of coaling. The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather. due notice will be given of any stoppages.

Fifteenth Volume of the 'CHINA REVIEW.'

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STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE. BRINDISI. ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS:

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS. GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in for their decision.

N MONDAY, the 27th day of Decem-U ber, 1886, at Noon, the Company's Steamship ODER, Captain PERFFER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above. Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 26th December. (Parcels are not to be sent on heard; they must be left at the Agency's Office). Contents and Value of Packages are required. The Steamer has splendid Accommodation

and carries a Doctor and Stewardess. Linen can be washed on board. For further Particulars, apply to MELCHERS & Co.,

Mails.

NOTIOE. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY. MADRAS, CALOUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS,

OF BRAZIL, AND LA PLATA; BORDEAUX, LE HAVRE, DUNKIRK, LONDÓN AND ANTWERP.

MARSEILLES, AND PORTS

TUESDAY, the 28th December. 1886, at Noon, the Company's S.S. AMAZONE, Commandant Bonneroy, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted until

Noon. Cargo will be received on board until 4 p. m., Specie and Parcels until 3 p.m. on the 27th December, 1886. (Parcels are not to be sent on board; they must be left at the Agoney's Office.) Contents and value of Packages are required.

Company's Office. G. DE CHAMPEAUX. Hongkong, December 15, 1886.

For further particulars, apply at the

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOUGHAMA, AND SAN FRANCISCO.

THE U.S. Mail Steamship CITY OF SYDNEY will be despatched for San Francisco, via Yokohama, on THURSDAY, the 30th Instant, at 3 p.m. taking Passengers and Freight for Japan, the United States, and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

England, France, and Germany by all trans-Atlantic lines of Steamers, RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for Chiva or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passago Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to

Through Passage Tickets granted to

Europe. Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sont to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

O. D. HARMAN. Hongkong, December 14, 1886.

Insurances.

THE LONDON ASSURANCE. INCOMPORATED BY ROYAL CHARTER OF His Majesty King George The First,

A. D. 1720. THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:--

Marine Department. Policies at current rates, payable either here, in London, or at the principal Ports

Fire Department. Policies issued for long or short periods at

current rates. Life Department. Policies issued for sums not exceeding £5.000 at reduced rates. HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agencs of the above Company, are authorized to Insure against FIRE at Current Rates. GILMAN & Co.

Hongkong, January 1, 1882. LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.) CAPITAL, -Two MILLIONS STURLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Yessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be re-

ceived, and transmitted to the Directors If required, protection will be granted on first class Lives up to £1000 on a Single For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co.,

Agents, Hongkong & Canton.

Hongkong, January 4, 1867. NOTICE. QUEEN FIRE INSURANCE COM-

PANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at per cent. net premium per annum. NORTON & Co., Agents.

Hongkong, May 19, 1881.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Mastor's to the P. and O. Co.'s Office. 11. Jardine's Wharf. 5. From P. and O. Co.'s Office to Peddar's Wharf.

6. From Peddar's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings 8. From Blue Buildings to East Point. 9. From Kellett's Island to North Point. 10. Kowloon Wharves.

	41600	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								The more more than the second of the second
	٠٠.٠		Dait áta	678	Jan. 31	Russell & Co.		EZPILA EN A
Amatista Atalanta			Brit. str. Ger. str.			Siemssen & Co.	***************************************	K'loon Dock
Cairngorin4	(c	Pearae	Brit. str.		Dec. 18	Russell & Co.		
			Brit. etr. Brit. etr.	648 552		Arnhold, Karberg & Co. Bun Ho Hong		Whom The de
Dafila Domenico Balduino			Italian str.			Carlowitz & Co.	** ** ** ** ** ** ** ** ** ** ** ** **	K'loon Dock
Don Juan	j c	Marquez	Span. str.		Dec. 20	Brandao & Co.	Amoy & Manila	To-morrow
Falkenburg	1 c		Ger. str. Ger. str.			Molchers & Co. Siemssen & Co.		
		Sörensen Erichsen	Ger. str. Ger. str.		1	Siemssen & Co.	Chefco	
Gilsland		Potts	Brit. str.	1058	Dec. 8	Siemssen & Co.		2
Glauens			Brit. str.			Butterfield & Swire	London, &c.	To-day
Glengyle			Brit. str. Brit. str.	-		Jardine, Matheson & Co. Adamson, Bell & Co.	Shanghai	To-morrow K'loon Dock
Guthrie	, c		Brit. str.		Nov. 24	Russell & Co.	Sydney	To-morrow
			Brit. str.			Douglas Steamship Co.	Uoast Ports	
Hangehow	C		Brit. str. Ger. str.	1086 297	·	Butterfield & Swire A. R. Marty	Haiphong	To moreon
			Gor. atr.			Wieler & Co.	Hornow, &c.	To-morrow
Melita	2 0	Morck	Ger. str.	339	Dec. 15	A. R. Marty	Manila	To-morrow
Namoa	j h	Pocock	Brit. str.		Dec. 18	Douglas Steamship Co.	Coast Ports	To-morrow
Partridge	K	Staver Williams	Brit. str. Brit. str.			Gibb, Livingston & Co. Jardine, Matheson & Co.	**************	Laid up
Pilot Kish			Brit. tug.	161		H. K. & W. Dock Co.		
Protos	3 с	Sörensen	Ger. str.	1150	Dec. 16	Siemssen & Co.		Principal Services
Saghalien		Homery	Feh. str.	3822		Messageries Maritimes	**************	Cos'tan Doc
Soochow	;'':		Brit. str. Brit. str.	313 1324		Chineso Butterfield & Swire	Amoy & Shanghai	K'loon Dock To-morrow
St. Petersburg	o c	Stronsky	Russ. str.			Melchers & Co.	Odessa, &c.	То-поисов
Stratheden	3 h	Hutton	Brit. str.		Dec.	Tong Kee & Co.		
Taichiow	2 h	Newton	Brit. str.	862	1	Yuen Fat Hong	Bangkok	To-murrow
Taisang Tamsui			Brit. str. Brit. str.	1595 919		Jardine, Matheson & Co. Butterfield & Swire	Calcutta, &c.	24th inst.
Teheran			Brit. str.	2600		P. & O. S. N. Co.	Yokohama & Hiogo	23rd inst.
Velox	3 c	Kallsen	Ger. str.	636	i · · · - ·	Eduard Schellhass & Co.	Saigon	To-morrow
Yangteze	3.h	Schulz	Brit. str.	814	Dec. 21	Siemssen & Co.	Shanghai	To-morrow
Sailing Vessels		ala is		e e Greek die				
		Focke	Ger. bg.	256	Dec.	Melchers & Co.	Hamburg	
		Bright				Master	manualy,	
Alden Besse	Σ c	O'Brien	Amer. bge.	812		Melchers & Co.	Victoria	
			Brit. bqe.			Order	**************	Repairing
		Meikle Offerson		1409 468		P. & O. S. N. Co. Wieler & Co.		
Claro Babuyan	3 k	Brown	Brit. bge.	358		Wie er & Co.		
Coloma	3 k	Noyes	Amer. bqo.	850		Melchers & Co.		
Director	8 hl	Bogart	Brit. bae.:	679	Dec. C	Master		
Donal Ena Else	3 6	McKae Schwartz	Ger. bg.	235	Dec. 8	Wieler & Co.	· A · A · S · S · S · S · S · S · S · S	
Tran Saula 15	7.1.1	Soulo	Amor sh	1443	Nov. 10	Ed. Schollhass & Co.	Language of the second	
Erminia C	3 · c	Rocio	Ital. boe.	532	Dec. 6	Order		
Escort	3 K	Waleshouse	Amer. bgo.	⊵⁄ υυ∡.	TAGC TO	Gonsaives & Co.	I and an Ara	
Francis B. Fay	کا د ام {	Young	Amer. hoe	1042	Oct. 21	Siemssen & Co.	London, &c. New York	and the second of the second
Grandee	C	Evan	Amer, sh.	1254	Aug. Z	Unriowitz & Uo.	New York	
H. Printzonberg 3	3 c	Schoriemann	Ger. bge.	55:1	Dec. 12	Melchers & Co.	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	
Haroline	3 c	Tibbetts	Am. 4m. so.	1204	Dec. 19	Russell & Co.	New York	
Harvester	ء <u>د</u>	тауют Вароя	Am. hotin	542	Nov. 25	Gonsalves & Co.	San Francisco, &c.	
Havden Brown	5 k	Havener	Amer. bge.	812	Oct. 7	Order Sugar part of the second	Part Back and Section	
Hilda 9	} ci	Olin.	Brit sch.	1.06	Dec. 4	Captain		
Hydra	f	Binge	Ger. bae.	785	Nov. 25	Consalves & Co.	Honolulii	K'loon Dock
Ingleside	5 K	Haves	Drit. QQC. (920	Dec. To	TATEMENT		A. A. Salar
John C. Potter 8	}] _	Curtis	Amer. sh.	1182	Dec. 7	Order		
John D. Brewer	3 h l	Josselvn	Amer. bae.	926	Dec. 12	Russell & Co.		
John Trahey	c	Ryan	Brit. alı.	$\frac{1147}{247}$	Sept. 25	Melchers & Co.	San Francisco	
Lorna Doone5 Orient	י ני	Llynn Rođer	Ger boe	461	Nov. 21	Wieler & Co.	The section of the	
Puna 3		Henne	Ger. boe.l	748	Sept. 24	Carlowitz & Co.	Hamburg, &c	
Ralph M. Hayward 5	i ki	Baxter	$ \mathbf{Am} $ bot no. $ $	574	Oct. 4	Arnhold, Kurberg & Co.		
Rembrandt	k l	Paine	Amer. sh.	1343	Oct. 17	Order		
Kinghorn) C	Beek	Nor. bgc.	087 449	Dec. 27	Eduard Schellhass & Co. Chinese	Total Andrew	
Sarah Hignett	k	Morgan	Amer. sh	1367	Sept. 24	Chinese Eduard Schellhass & Co		
Sin Kolga	c	Hanson	Brit. bgc.	542	Dec. 5	Chinese.		
State of Maine3	c.	Nickels	Amer. sh.	1467	Oct. 29	P. & O. S. N. Co.	The party see the see	
	i c	Meyer	Ger. sh.	1576	Nov. 14	Arnhold, Karberg & Co W. Legge	London	
Theodor Ruger	, ,		amor and	1.170	urcc. 13	TT. LICKED	ar en	positive and the contract of
Theodor Ruger5		Martin	Brit has	400	Dec 9	Gonsalves & Co	1	
Theodor Ruger5 Fitau	c c	Martin	Brit, bae.	492	Dec. 2	Gonsalves & Co. 🛂 🦠	Honolula	
Theodor Ruger 5 Fitau 8 Velocity 4 Ventura 9 Waltar Siggfried 2	k	Martin Estival Mitchell	Brit. bge. Span. bge. Brit. bge.	492 992 394	Dec. 2 Nov. 16 Dec. 18	Gonsalves & Co. Remedios & Co. Chinese	Honolula	
Theodor Ruger 5 Titau 8 Velocity 4 Ventura 3 Waltar Siegfried 2 Wandering Minstrel 5	e k c k	Martin Estival Mitchell Wright	Brit. bqe. Span. bqe. Brit. bqe. Brit. bqtin.	492 992 394 306	Dec. 2 Nov. 16 Dec. 18 April 14	Gonsalves & Co. A. Remedios & Co. Chinese Chinese Arnhold, Karberg & Co.	Honolula	Laid up
Theodor Ruger 5 Titau 8 Velocity 4 Ventura 3 Waltar Siegfried 2 Wandering Minstrel 5	e k c k	Martin Estival Mitchell Wright	Brit. bqe. Span. bqe. Brit. bqe. Brit. bqtin.	492 992 394 306	Dec. 2 Nov. 16 Dec. 18 April 14	Gonsalves & Co. Remedios & Co. Chinese	Honolula	Laid up

Mer	Britannic Maj	esty'	s Sh	ips o	n the China Stat	tion.
Name.	Rig.	Tons.	Gunz.	1.H.P.	(Inglain.	Where at.
Alacrity	despatch-vessel	1400			Captain R. Blair Maconochie	Nagasaki
udacious*	double-screw iron frigate	6010	10	4330	Capt. Robert Hastings Harris	Hongkong
ampion	corvette	2380	111	2340	Captain A. T. Powlett	Shanghai
eopatra	corvette	2380	14	2010	Captain L. C. Keppel	Yokohama
ookchafer	gunboat	465	4	470	LieutCom. H. H. Boteler	Nagasaki
onstanco	corvotto	2380	14	2590	Capt. Seymour Dacres	Yokohama
aring	sloop	940	4	920	Commander Davis	Singapore
s k	gunboate	360	3	340		In reservo
poir	gunboat	465	4	470	LieutCom. H. R. Adams	Hongkong
rebrand	gunboat	455	4	460	LieutCom. D. L. Dickson	Hankow
oroine	corvette	1420	8	1470	Captain Chas. J. Balfour	Hongkong
andor	cruiser	3750	10	50 00	Captain M. J. Dunlop.	Hongkong
nnet •	gun-vessel	756	5	1050	Commander W. Marrack	Chefoo
erlin	gunboat	430	4	430	LieutCom. W. M. Maturin	Shanghai
idge	gun-vessel	603	4	470	Commander H. J. Robilliard	Hongkong
umbler	sloop	830	3	690	Commander W. U. Moore	Hongkong
pphire	corvette	1970	12	2360	Captain R. G. Kinahan	Port Hamilton
tellite	cruiser	1420	8	1400	Captain Arthur H. Alington	Singapore
lent	torpedo mining launch	150				Hongkong
vilt -	gun-vessel	756	- ô	1010	Commander A. C. B. Bromley	Kobe
veed	gunboat	360	3	340	보고 2000년 - 12일 - 1 2 중 중요함	In reserve
ictor Emanuel	receiving ship	5157	1 t		Commodore Morant	Hongkong
anderer	gunboat	925	4	750	Captain Orford Churchill	Hongkong
ivern	turret-ship	2750	4 .	1450		Hongkong
anh er	manhast &	498	4.	530	Lieut. Com. Chas. K. Hone	Port Hamilton

Foreign Men-of-war on the China and Japan Station.

For H. B. M. Ships' tonnage, displacements and effective herse powers are given according to H. M. Navy-list.

* Flagship of Vice-Admiral Vescy Hemilton, Commander-in-Chief.

Nume.	Flag and Rig.	Torus.	Guns.	H.P.	Captain.	Where of
Ilbatross	Austrian gunboat	560	2	580		
Aragon	Spanish orniser	1908	4	6. O	Captain D. E. Zulnaga	Mapila
Aspic	French gunboat	470	4	450	Commander Rups	Ohefoo
diennarck	German cruiser	2810	16	2500	Captain Kuhm	Singapore
Carola	German corvette	2130	10	2100	Captain Aschmann	Singapore
hesseur	French cruiser	920	4.5	745	Captain Le Gorreo	Kobe
Comète	French gunboat	475	4	450	LieutCommander Noirot	Haiphong
Decres	French cruiser	1680	10	1480	Captain de Montesquon	Yokohama
aguar	French gunboat	415	2	270	LieutCommander Fouet	Haiphong
aclocheterie	French cruiser	1910	10	1920	Captain de Barbeyrac	Haiphong
atin	French gunboat	485	- 4	425	Captain Duyai	Haiphong
larion	U.S. corvette	1900	7	-1170	Commander Merrill Miller	Yokohama
Ionocscy	U. S. alcop	1370	6	1470	Commander H. Glass	Hongkong
dordi	Russian gunboat	455	7	60	Commander Moltsoff	Corea
Vautilus	German gun-vessel	755	4	600	Commander Rötger	Koba
)lga	German cruiser	2100			Captain Bendemann	Singapore
)maha	U. S. corvette	2400	12	1150	Capt. Thos. O. Selfridge	Chemulpo
alos	U. E. gunbost	420	6	600	LieutCom. Thomas Nelson	Shanghai
luvier	French gunboat	540		420	LieutCommander Poidloue	Haiphong
Primauguet	French cruiser	2200	15	2270	Captain M. Buge	Singapore
Rapido	Italian cruiser	1458	5		Captain F. Grevalt	Yokohama
agittaire	French gun-vessel			er er er er er er er. Sagt ge	Captain Krautz	Singapora
livotch:	Russian cruiser	900	1 1	1000	Commander Sucurieff	Nagazaki
lobol	Russian gunbost	455	7	6 0	Commander Boyle	Japan
amega	Portuguese gunboat	610	5	500	Captain Avila	Macao
urenne	French frigate	5880	12	4250	Captain Dupuis	On a cruise
Vipere	French gunboat	480	4	425	LieutCommander Lapeyrere	Haiphong
Vladimir Monomach	Russian ironcled	5756	16	7000	Captain Gildebrandt	Vladivostock
Vostock	Russian gunboat		4		Commander Melchensky	Vladivostock
Wolf	(Jerman gunboat	384	6	340	Captain Joeselike	Canton

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